Joe Rogan Experience #1361 - Cmdr. David Fravor & Jeremy Corbell - YouTube
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Transcript:
(00:02) and here we go first of all gentlemen thanks for being here Jeremy thanks for coming back again thanks Jeff and thanks to you sir it's very excited to be here very exciting for me to be here to be able to talk to you about your story thank you I'm glad to be here David tell everybody who you are and tell everybody your background please okay and my name is David forever I served 24 years in the military enlisted marine for a couple years they sent me to Naval Academy then I flew for 18 years for the Navy had
(00:36) literally flew a-sixes Hornets and then super hornets had every qualification you could get in the airplane everything even the stuff they're not doing anymore so I had nvg high/low went to Top Gun and at the time of the incident we're going to talk about I was a commanding officer of VF a41 the black aces um I've gone through a gurney with this whole UFO stuff from being a full-on true believer to being incredibly skeptical to trying to be open-minded to being more of a believer now than I think I've ever been before
(01:11) and one of the things that I've always said is the people that I believe that there's a lot of loony people out there but the people that I put my trust in are high-level military people like yourself so when I hear someone like you who has a story that defies logic or defies conventional understanding of how aircrafts work that's when that's when I sit back and I go okay this this is a different thing because you know there's always people that are telling you they're psychic or they can you know
(01:42) they sense things or they're in communication with Bigfoot there's always loony people out there but when someone is in the military someone who's trained to fly these in Krabi how expensive for those jets when we haven't met about seventy million dollars a piece yeah they don't give those two morons typically not some people in my family would probably argue that point but a better lucky than good it just seems to me that this is for rational people that want to look at this whole UFO objectively you're the type of person
(02:17) that I want to talk to so I was very excited to have you in here so what year was your incident and you have a very very famous incident that's krob corroborated by actual evidence which is one of the rare ones what year was it and where did it take place so as 2004 November 14th of the it's really if you draw San Diego to Ensenada Mexico or about 60 miles off the coast in between the two we're doing work ups so when we get ready to deploy this was for the 2005 deployment we were going at sea for November and December of 2004 so
(02:53) we had been out I'd just taken over the squadron mid-october so I'd been the CEO for a month so we go out and we're putting the Battle Group pieces together so it's not just the the Air Wing but we were you know we're on the carrier we've got the cruiser we've got all support ships out there and we're gonna integrate all the defenses and train as one unit so the exercise we're going to do is an air defense exercise where there's good guys bad guys they're all from internal from the Air Wing so two
(03:20) bad guys today are gonna be the Marines VM fat32 the Red

Devils so they're gonna launch and they're gonna go about hundred miles south of the ship and we're the good guys and it's we called a 2v2 so it's two of us against two of them we're going to work with the USS Princeton which is going to be the controller and they're going to control the blue forces and then the red guys are going to give us a presentation that you know they're going to try and intercept so we can stop them from
(03:42) getting up towards the carrier so that's kind of the training set that we're all good so the Marines take off first and they start heading to the South now we have no idea that for two weeks this is the two weeks we've been at sea they've been tracking these things coming out of the sky and when I talked to the Prince controller he's like up to about a dozen of them they would come down from above 80,000 feet they drop down to about 20,000 feet and hang out and then it goes straight back up after about three
(04:06) or four hours so when you say they've been tracking them who specifically this is the USS the Princeton is tracking them they saw him on the Nimitz radar and the e2 could see them so because they're out there you know that radar is on all the time and the spy-1 system on an Aegis Cruiser is you know the state of ours probably was one of the most sophisticated systems in the world so typically when something like this happens and some unexplained phenomenon what do they do in this case that you know if it was
(04:33) if we were in a threat environment they would tell us but they're off the coast of San Diego it doesn't come to the air wing so we have no idea that these things are out there at all so they observe these things and they never bother telling any of you guys that's correct so they just knew that these things had been visiting this area but they just allowed this training exercise to take place anyway yeah talking to him the previous for the two weeks they would show up but it was when we weren't flying
(04:57) so the typical carrier schedule is you know for us it was about noon to midnight it's a 12-hour day there's reasons for that you can go a lot longer they can but for training we just do the 12-hour day thing and it's cyclic ops so you got guys taking off and landing periodically so we were on one of the first goes you know it's you know noon one o'clock somewhere on there and we take off the Marines take off first and my buddy cheeks who's the CEO of the marine squadron was one he was leading
(05:22) the red air they had when he launched off the carrier first they called him up and said hey what do you got on board well the the small the original legacy f-18s don't have as much gas as the super hornets super hornets about thirty percent bigger so they start talking to him about fuel and based on how long we're gonna be airborne and everything else they go hey why don't you just go ahead and proceed to your your cap point and because we had just taken off and that's when the controller had come up
(05:43) and said hey yeah I forget our cost and spread like dealers usually what we went so it'd be like dealer one one this is Princeton control what do you got you know say your loadout kind of chuckled he said I said I got a Kadim nine which is a it's a basically of just a blue metal tube with a seeker head for a name 9ir missile it's a training it doesn't come off the airplane you can beat it with a sledgehammer that's the only way you're gonna get it off or you got to

unlock the lugs with a key so I'm like
(06:10) kind of chuckling because well hey we're gonna cancel the training so we're like okay he says we got real-world vector and they're gonna send us out to the west so picture if it's you know if you got a clock the Nimitz is in the middle we're a little bit south of that about forty miles south and then the Marines are about a hundred miles south of the ship about sixty miles between the two of us so as this is all happened in my wingman is joining up all right and these are f-18s so there's two people in
(06:37) each jet so it's me and my WIZO which is weapon systems operator and i've got the other pilot and the weapon systems operator any other jet so they tell us all this hey we're gonna real world vector and they send us out to seven zero about sixty miles away from where we're going so now we're going out even further out to sea we have no idea what we're intercepting and this is when the controller starts talking to us he says hey sir we've seen these objects they've been for two weeks they've been coming
(07:01) down and he's given us the whole story says we need you to go investigate we want to know what these are but they're asking you to investigate in a jet that's unarmed that's correct okay yeah we have no there's reasons for that that we don't fly we typically don't fly with live ordnance unless we're actually going into like a combat zone or we're on a training range and we're gonna shoot something and the reason is you can go through history of the Navy or Air Force if you put live missiles on
(07:25) airplanes and then you start doing training where you're squeezing the trigger someone always messes the switch ology up and someone gets shot down it's happened multiple times so we don't do it you know there's times that we do but it's rare so we start flying out to the west now I want you to think because the other pilot has a you know when you talk to it's good south it was a female when you talk to her it's she hears the kind of goes through the mindset of hey we're off the coast of Mexico real world
(07:52) vector we have no idea we're going to look at probably drug runner cuz you get the drum runners coming up the coast so we're like okay so we drive out and they're calling down ranges so they're telling us hey it's two-seven-zero at 30 miles at 20,000 feet and then it's you know you just count down the ranges and we're talking back and forth the whole time so they got to a point where they say hey merge plot which means radars have resolution cells you know range and asmath of what the
(08:19) radar can actually see once you're inside that box you can't tell the difference between me and the object I'm going in will just become one big blob mmm so they call merge plot and so the other jet is on my left-hand side and we're gonna and I'm going to go to a clock code to make it simple so the object we're going to end up looking for is then right in the middle of the clock and we are at the six o'clock position and my wingman is off to my left side so it's she's further down with her widow
(08:48) so as we're looking around we we look to the right and there's a it was yesterday there's a perfect example out here that water is perfectly calm no Whitecaps I mean it's literally a perfect San Diego California day and we see white water it's something like if you see a seamount you know rock underwater when you're standing on the shore

and the waves are breaking over and you're like what is that it's usually because there's a rock under the water so it looks like that but it's
(09:13) about the size of a 737 it actually kind of has a shape of like a cross and it's pointing to the east so you've got the long part going east-west and you got a couple of things going north and south so as we're looking at it cuz that kind of draws our eyes we're like oh that's kind of odd we look down and whiz oh and the other airplane comes up and says hey skipper do you and that's about what he gets out of his mouth and I'm kind of looking at the same thing I go dude you see that what is that thing and what we
(09:38) see is this white tic-tac looking object just above the surface of the water pointing north-south and it's going north south east west it's just radically moving forward back left right at will and it's moving around the disturbance the white water that we see how big is this thing over time it's about 40 feet long and the way I asked to mate that is I mean I got a lot of time fighting other airplanes so it's about lot size of a Hornet fuselage so that's why you say forty feet this thing's just going left so the first
(10:06) thing you see when you look down you go and this is with our eyes it's not sensors right so we're looking down at this thing and first thing you think is helicopter right there are the helicopters typically stay below 200 feet when we're out there and they're just driving around we're pretty far away from the ship for a helicopter for one of ours so what is it so the first thing you look for is rotor wash you know if you've watched any TV show that starts kicking the water up and you can
(10:26) see that it's really easy to see from the air so we're like no rotor wash matter of fact don't see any rotors don't see any tail rotor don't see any you know the main rotors or like that's kind of weird so as we're driving around we're looking at this thing we get to about the nine o'clock position how far away are you from this thing I'm at 20,000 feet and it's right down on the surface - right off our right side so I'm probably maybe a couple miles lateral and 20,000 feet and we're just
(10:52) watching it move around and so it's very small in your eyes um not overly smarmy and airplane down that low it's 40 feet it was pretty clear so I'm like okay so I said I'm gonna go check it out that's what we're trained to do the other pilot says hey I'm the stay up here and I'm like that's perfect so now we'll get some separation we'll get it from different views and the other airplane will act kind of a God's eye view everything that's going on as I go down and check this thing out
(11:18) so I start driving around and it's still doing its Ford back left right it's still pointing north south we get to about the 12 o'clock position I'm just in a nice easy descent a reason you know because I've been asked how can you go more aggressive you can but when you're out over water the water looks the same at 20,000 feet it does it 2,000 feet you don't you know yeah so you can easily put yourself in a non recoverable position if you're not paying attention and you go into the water so I got this
(11:43) nice you just send I get to about 12 o'clock and as I'm coming down you know I could guess probably about you know 18,000 feet now a couple thousand feet below the other airplane the tic-tac just kind of

rapidly goes and turns so now it's kind of point east-west and now it mirrors us so it's above the surface or up high we're coming down it starts coming up well this is getting interesting so we kind of drive all the way around a circle I'm descending it's coming up and I get over to about the eight o'clock
(12:10) position of the on a clock and it's over at about the two o'clock position well the quickest way as we know as kids to get someone you know you can keep going around the circle nothing's going to happen you cut across the circle some about I don't know pry two to three thousand feet above it and I just kind of drop my nose aggressively and I cut across the circle and it's coming this way because I'm trying to fly to where it's gonna be because I want to join on it I want to see how close I can get to
(12:33) right and as I'm pulling up it's kind of starting to cross my nose and it starts to accelerate and within about less than a second as I start to pull nose onto it and it crosses right in front of me it just goes poof and it's gone so I call the other airplane I said hey you guys you guys see that thing and they're like sure it's gone we don't see it at all so I'm like okay that's kind of weird so we don't see it we're looking at the same time I say hey let's turn around and
(13:02) let's go back to see what was in the water you know there's was there something there so we turn around right there we haven't gone anywhere it's gone waters perfectly there's no white water nothing it's just blue like okay so we turned back around now we're heading back out towards the east and I tell the controller I said well I said you know first said I'm kind of weirded out and I told my my backseater that we start heading back and the controller on the Princeton comes at me says sir you're
(13:30) not going to believe this but that thing is back at your cat point that was our original point where we were gonna hold 40 miles south of the ship so this thing is went from wherever we were at - it's kind of about 60 miles in you know maybe 30 40 seconds it's already over there and it just and they didn't track it it just appeared he just shows back up on their radar and they go it's here so we're like okay so we fly back we don't see it we don't see it on our radar we don't see it on any of our sensors we do
(14:00) like two runs and we come back to the ship and land so as we're in our it's we call it the PR shop we're taking off our flight gear one of my crews is getting ready to go out and I think they were going to be on a tanker mission but they had a targeting pod on board so they launched off and we're tell him about this before and I in the back seat er Chad says he's really determined he's gonna find this thing so he tells the pilot hey we're gonna find this thing so turns out driving around and in the back
(14:27) seat of a Super Hornet there's no stick but there's side stick controllers and they're to control the sensors because that's what the weapons systems guys do and they can change displays really fast by just hitting a button and will flip from the radar to the targeting pod and the way the system actually works is when you see something on the radar and you designate it as your primary target all the other sensors will look at that point so it's everything's kind of synced together so
(14:52) he picks up a hit on his radar and he goes to lock it up because I watched all the tapes he goes to lock it up and immediately

the radar can tell it gets signals back that it's being jammed so and technically jamming is an act of war it starts jamming the radar goes into a jam extrapolate a bunch of stuff happens on the scope well he's smart enough to castle to his targeting pod and he takes a passive track and that's the video that you see of the tic-tac where it's just sitting in the middle screen real
(15:19) quiet so he does that and he and he goes through if you watch the video if we had and I'd go through it with you but they go through all the different modes so he goes it's an IR and an EO EO as TV it's black and white TV camera we do we can get the video right online yes let's get the video Jimmy where would you can't show it to anybody we can't we can't show it on YouTube but you can see it and people will be able to go to it you know what we'll do go to the video and we'll tell people
(15:47) when we're starting and we'll tell people with the title of the video that you get to is and they can sync it up themselves if they're watching it it's publicly owned it's you know American government right so it is actually something in the public domain so you think we could play it on YouTube and not get cold yeah a hundred percent you think so Jamie it's a government those things I would say yes we should be able to but sometimes those things get messy so let's take a genius okay let's take a
(16:12) chance with this one I know if you go if you're on a New York Times article there's a link to it it's had it gone really YouTube is crazy with copyright stuff and we've always been like two steps away from getting pulled off YouTube completely it's a real disaster it's understand from their perspective there's a lot of legal issues they have to deal with but I have it on a private server I could maybe send Jamie the issue I'd believe though is the actual copyright of the video itself oh it's
(16:39) just it's um Pentagon Pentagon released Public Enemy and the Pentagon's can come after us I don't think so either you find it I want to find a good version of the video that doesn't have somebody Jeremy I'm watermark version please look it up the sons of Jeremy over to us I have to figure out how to send it to you right here give me in a second do you have air drop what did you hear drop yeah but I got it on a bit pay I got it on a page a private page they can send Jamie oh yeah okay okay Jeff Jamie's uh
(17:09) info no okay I'll figure it out Lee says to me and I'll send to him okay that's pretty easy sorry to disrupt the momentum no but I think this it's probably important to be able to have this the the video itself so you could just talk about it and we're about to yank it up here okay Jamie wrote it down for you there you go give me a second to get it okay and for people don't know Jeremy also produced bob lazar area 51 in flying saucers and he was in here when we had bob lazar in talked about
(17:48) Bob's experience and Jesus if that wasn't a game-changer for me and for a lot of other people this is a subject that it's so easy to mock you know this is why I think it's so important that we talk to people like you because like I said just your average everyday UFO crackpot they believe everything in anything have you did you have you ever had any UFO experiences before this know the irony and I tell this story my mother in law shall be listening she she literally every time I would go home she would ask

(18:24) me hey did you see UFO do you see if you haven't I'd be like no when I first started dating my wife she was a big like National Enquirer she had all the you know supermarket tabloids and I would always just feed her crap for it so I this happens and you know and I'm I never say a word so my friends all knew it was a great story over beers cuz they go hey what's the coolest thing you ever saw flying I go I chased a UFO and they go seriously and I tell them the store and they're like dude I go yeah so I go
(18:50) home and and I got got asked by Lou Elizondo to do the New York Times article which as like anything else I always say no like it took a bunch of times to get me on your show Jeremy kept asking asking asking and it was Thank You Jeremy Mike yeah yeah I thank my contractor's wife angel who we were to party drinking and she goes we got to do Rogan I go what she goes it's the biggest podcast on the planet she goes you got to do it and I go alright I'm gonna do it just for you I want to do this show a shout-out to
(19:15) angel yeah from New Hampshire so so my mother-in-law we're sitting there and I know the New York Times article is gonna come out and as I was at Thanksgiving in 20 when there were a come on seventeen so it's Thanksgiving in 2017 I never wanted to kind of left the house that's just my wife and my in-laws a couple I was sitting in the kitchen and I said hey I got to tell you guys this they said what I said there's gonna be this article comes out in the New York Times and I'm in it and they're like yeah go
(19:41) well I chased a UFO my mother-in-law is like haha she looks at my father-in-law he's rolling his eyes looking at me like are you serious and I go yeah yeah and and she's like you never told us I got never really told anyone I mean my wife and kids knew the event happened but they didn't have all the details cuz there's just one of those things we just didn't I just didn't get into is it classified no was it at any point in time no a lot of rumors out there that I was classified and the ship got locked down
(20:06) no it wasn't it was we were never men in suits did not show up no one told us not to talk about it and this is because there's a lot of other people saying other things and I said this look at it that here's the context so in the battle group you've got the Admiral you got the captain of the ship the captain of the Princeton and then you've got the other COS so in position wise I'm probably as a CEO of a squadron in the top 20 out of 6,000 and no one came to talk to me no one came to take my
(20:39) tapes no one showed up in a suit no one told me not to talk no one talked to any of my aircrew that were involved in this all there's six people total involved the two they shot the video on the four of us that looked at it for five minutes with our eyes knowing nothing it just and I can get into how that you know there's a report that that George Knapp got released it's a I call it the unofficial official report and I had met someone and I'm like hey can you find any I had this incident normally you
(21:09) tell people this they look at you like dude what are you smoking I'm like no no I'm good I'm tested and they go and and they said well let me see what I can do and I had got a call I was working I was doing some aerospace work and I had gotten a call my cell phone from a guy and he said hey I want to investigate your incident and I go okay so he did he investigated the incident and it was very very

thorough I mean if you've read that it's about 10 pages long and he yeah I mean he tracked down everybody he
(21:41) tracked down all the people that were the aircrew that were involved he talked to he tracked down the Admiral he talked you mean he it was a pretty thorough report and I don't think anything of it you know because you know the the people who weren't it's out there so they want to do FOIA but it was never released in a FOIA request I actually had the Navy call me I'd been out of the Navy for like six years and what's explain to people that means freedom moved infrequently so I got called by a public
(22:07) affairs person from the Navy and said hey is this commander forever I said yeah they said hey do you know of any documentation on your UFO incident off the Nimitz and I said official and she said yeah I said no because I knew the rapport existed but to me it was an unofficial because I didn't know who were when I and I had a copy of it but because it wasn't official well then years later I find out that the guy who actually did the report was part of the a tip team and I was talking to Lou Elizondo who
(22:35) runs that program and Lou showed me the documentation of the original I think is like 13 people that were part of a tip and they were fully exempt and I'm like well that's kind of well hey I know that guy he's a guy that did the report which is why it never ever came out no George got his hands on how does something Freedom of Information Act exempt obviously DoD has the ability because I'm a I'm not a conspiracy theory person at all I mean I'll just tell you that you know I think there's reasons that
(23:02) the government doesn't tell the public everything and I don't speak for the government but I think there's a good reason for that that not everything needs to go out to the public but most of it does and they just what they do is I put a clause on hey for this program or whatever we're doing which would been an a-type program the work that they do and what they find is not it's not releasable through Freedom of Information Act there's probably other avenues to get that you know and then
(23:23) you go well what really is freedom information because I got into this sauna I was talking to someone who's a conspiracy theorist and they said well so and so wrote and they're not getting any information on your event I said so what are they gonna do they're gonna call up you're gonna put in your request for for freedom information you go here's what I want it goes to some poor guy at the Pentagon who's like I have no idea what this is and he searches around he doesn't find anything he looks at his
(23:43) bud and I gain all for you I go hey Joe you got anything on the Nimitz incident you go oh I go okay well I didn't find anything I looked I did my due diligence but I'm not gonna spend the next six months of my life doing your research project for you right so you get nothing and then you assume the government's covering up when they go that really isn't they just you know the guys are doing the research doesn't know where it's had or nice access to it makes sense um Jamie we have the video okay
(24:06) here we go now explain what what is what are we seeing why we seeing it in this this particular cat the don't on the top left corner na R is narrow field of view which is zoomed in IR at the top middle it means it's an infrared mode so instead of seeing color you're

seeing temperature variations and these things are extremely sensitive to in like tents of degrees they will tell you the difference so it'll go from black to white so in this case white is hot so if you look down on the bottom left corner it says WH T mm that's white
(24:43) it means white is hot so the object that you're looking at is hotter than the sky around it but we also notice is there's no plumes not if you're looking at an airplane when you get closer you'll actually see the exhaust coming out and there will be a really glowing plume that's important as we look at the video and then most of the stuff on here you really don't need to know what you can look at is the bottom right corner it says $19,990 tude and if you look up in the little words or it says HD G and
(25:09) then B alt B it's autopilot so it's on altitude hold it's just flying for that so you can go ahead and play the video and so those two bars next to the white object that's a that's a that's a passive track so what he's done is he's commanded the FLIR to track that so what the system does is it uses its actually tracking it can track pixels and it's just basically blocked those hot pixels those white pixels from the black ones and you're gonna see now pause it real quick so it over the top see it went to
(25:38) a white screen with the black object this is a black and white TV mode and even look at the top says TV so narrow in TV mode is actually you can get closer than narrow and IR it's literally narrow in IR is about medium and TV mode so there's you can get closer with the TV mode so as you look at it now in this case you would actually start to see stuff going on and even in TV mode because you get exhaust you know the black exhaust that comes out he'll usually be able to see kind of some of that coming out the back and you don't
(26:05) see anything this thing's just sitting there and if you look at the the top where it says three right that's the pot is looking three degrees right on the nose of the airplane right so he's just flying along the bottom numbers don't worry those are time so it's 41 56 so go ahead and hit play and what what he's doing is he's going Chad's going through all the different modes cuz he's like oh I got it and he's gonna try and see the best video you can get now there's
(26:30) rumors that this video is like 10 minutes long know what you're looking at is the entire video now notice where it says 99.9 mm-hmm so hit pause real quick what that means is the why he's got the pod the targeting pod because that's his primary sensor right now the radar still trying to look at this object and trying to range it and the radar can't get ranging on it so the object is doing something to say I'm not giving you back because it's just a Doppler radar just like a police radar as a
(26:53) Doppler it's trying to get arranging on you and it can't do it so when it says 99.9 the radar cannot see this object right now mmm it's not allowing it to get ranging and I think that's super important Dave the way he explained it to me active jamming compared to passive jamming this is a technology that is actively jamming this system rather than something like stealth aircraft which is the shape and texture of the yeah it's because I one thinks stealth is invisible it's not it's it's just it's a
(27:22) technology to to basically make it harder for radars to see you you know and that's the whole thing you know if you look at you know airplanes that are knows on are harder to see than airplanes at

the sides kind of like think of a barn door if you're looking at the whole barn door it's really easy see if I turn the barn door sideways works really thin it's gonna be a lot harder for you to see it guys so that's it that's the easiest most basic way to look at this so keep going you can play
(27:46) again and you can look to the airplane is still sitting at 20,000 feet it's doing 250 knots he's gonna go through different modes and try and lock it and it's just kind of sitting in all of a sudden as the video goes on I think it's a minute and a half long see it's going to try and reacquire it Rhys enters the pod so it's it's slowly drifting to the left the the Hornet is still going the same heading it's just kind of hanging out and they're just filming this thing and I when they get close it's gonna
(28:12) zing off the left-hand side when you see it on a full because it's you know you think digital you'd be able to get a one-for-one copy I'm like you know when you copy your album to a cassette you know you lose a little quality well you still do in digital world and they're off it goes to the left and that's pretty fast to leave that field of view on the when we have big monitors that we look at these when they come back so we're looking at the original tapes so they the end of that again please Jamie
(28:34) so when it's taking off how fat when when it just sort of like leaves the field of view and takes off to the left how fast is that going I would say pretty fast it's an estimate if we had ranging you know you could obviously view the triangle and go hey because we know how big the field of view is but for something to leave the field of view that fast with the pod just staring is pretty fast I mean it just it's like out of here like nothing that we have no because we can't I don't care what airplane is so let's just use the
(29:02) f-22 Raptor that's probably one of the it's probably the best airplane in the world right now performance wise it can't take off like that especially if it's a hover I mean you're talking something that's just sitting in space in the wind and then it just all of a sudden accelerates airplanes don't work that way and it's not leaving any exhaust plume no notice there's none and when you go back to geography n even in the IR you don't yes here's IR zoomed in and there's no you would see a plume if
(29:28) that was an airplane it's creepy how it takes off yeah with active jamming it's intelligently controlled there's no rotors there's no plumes there's no exhaust there's no tail fin there's no tail number this thing goes from a standstill takes off it's a propulsion system we don't have in our inventory and no other nation does that's how it's understood by the government now that that's say if the fastest plane on earth was trying to do that same maneuver this system would be
(30:00) able to track it yeah well yeah we'd stay with it until it got to the limits of the pod you know as far as looking to the left but right and you know the radar would see it I mean we get get close enough you're gonna you know everything becomes visible because you get burned through with radar and how how radars actually work this one is you know you tell me but this was performance beyond I mean it's like when we saw it disappear when it flew in front of my nose I'm talking something I'm within a half mile of it
(30:32) looking at it and it gets in front of me and just disappears

so take we'll just go to something that everyone knows as fast let's just say sr-71 that's doing Mach 3 you know the visibilities fifty miles so even at 35 miles a minute I'm gonna be able to see this thing turn into a little dot as it goes off into the horizon for a probably a minute the thing that we saw disappeared in a second just gone and that's from two different angles remember the other airplanes 8,000 feet above me because we
(31:01) we get close to at about 12,000 feet so the other airplanes above me looking down and when it disappeared I said you guys see it they said no it's gone they just literally was poof now when you came back and what do you do with this information do you report it do you talk to people about it so the typical process any time we fly everything gets debrie so because it was a two-seat airplane usually the junior person then the jet goes down so I was the boss so I wasn't going down there so we have a thing called Civic c VI C
(31:34) which is the carrier Intel Center so they go down we always take our tapes because we record stuff when we're fighting they take it down and it's really to exercise the system when we're in training so that when we actually get over to in this case we are going over to the Persian Gulf you know anything that we do comes in and gets debriefing then it all gets sent off that's how you get the CNN video and all that so they go down and a debrief and I have to tell hey we we chase this object we don't
(31:58) know what it is you know and of course everyone now is gonna make jokes because we know we're gonna catch [__] because that's how the Navy works you know and I told him I said I remember telling the guy in my back seat I said dude you know we're gonna catch maximum [__] for this and he goes yes sir I'll show you the comics I have him on my phone we do the airplane comes out so we know it's gonna come down so he goes any day debrief this both crews going in and of course everyone at Intel thinks this is
(32:25) hilarious so the flight the you know Chad comes in with his tapes you know and when he lands and there's the thing yeah vfa 41 ha ha guys see any UFOs out there and he pulls out that tape and drops it on the counter he goes yeah it's on here so they're like oh [__] so they copy it they play it and there's a big it looks like a rack system they put the eight mil in it gets copied to a hard drive and then they they archive it so you go okay so I got this video and then you know the ship spreads you know
(32:58) if you have a room around the ship 5,000 people are gonna know about it within probably thirty minutes I mean it spreads that it's like a virus so the whole ship now knows that we chased this I guarantee the whole Princeton knew this stuff was going on and it goes all the way up the Admiral knows about it the captain of the ship knew about it and and then all the movies because we have they play movies for us on the ship and they run like a 12 hour loops of course the movie selection is men and black men and black
(33:23) two signs Independence Day and and we know we're gonna be on the airplane comet because there's always a comic so you do some stupid or like this then you're gonna be on the comm I'll show you the comics here a little bit oh they're pretty funny but you know so that went on for two days but you know we're in the middle of work ups I got a squadron to run so it's like you know there was after about the first day and a half early died down and then it was there's always

that closet people
(33:50) that you don't think that it really like UFO buffs and you know like we had one on one like one of the Marines would always come and eat sit down hey hey skipper can I sit with you okay you want to talk about the UFO he goes yeah I just I can't get it out of my mind and then we would just sit there and talk about it you know and to me it was like you know we're just saying you know my entire now flying career is defined by five minutes of chasing this white tic-tac vice almost 4,000 hours you know
(34:14) flying so now did you encounter anyone else that had a similar experience I've talked to the guys a couple of guys from the East Coast event the gimbal video mm-hmm one of them I talked to you daily he's pretty good friend of mine totally different now keep in mind ours is 2004 the gimbal video is 2015 the funny part about the gimbal video and the East Coast stuff that was going on because that's off the vacate so off the coast of the United States sir they're called warning areas and all they are is their if you look out of
(34:47) aviation map they're these big areas that are blocked off by blue and they say like whiskey 291 or whiskey 243 and is the gimbal video available in the same way that that video is available yes yeah okay so and I was talking to him about it cuz I asked a buddy of mine he was just retired he was the he led two fighter wing on the East Coast night called him up because we start finding out that these things were so prevalent out off the east coast the United States and there's a couple of them so there's
(35:16) the we're going to talk what they started seeing originally was these things and one of them almost hit the airplane almost hit one of these things but it looks like a cube inside of a clear beach ball so they don't know if it's actually like a surrounding or it's you don't know if it's a force field and you see kind of in the gimbal via video it's got like an aura around it where ours didn't I always laugh I go ours was tic-tac these are not that means there's different stuff out there that we don't
(35:40) know but they had two airplanes flying and we fly when we go out to to Train we're usually we have a distance you know we'll just say we're you know ma mile apart as we're flying out so they're flying out and they're you know the airplanes are deployed we caught combat spread and one of the airplanes almost hits one these goes close down like 50 feet down the side and almost hits one of these floating cubes inside of the beach ball and if someone goes out like it's a it's a balloon it's not
(36:06) a balloon I mean these things are literally sitting still they're there no effect from the winds so if you got 90 knots of wind and they talk about it these things are just sitting there so 60 or 70 people at see it because the radars the the newer radar in the super hornets is extremely extremely capable okay and at first when they started seeing stuff they were like that's just like maybe it's the radar just give me a false target and that really doesn't give false targets and then someone did
(36:35) exactly what Chad did is they threw their targeting flare out there and all of a sudden you see a heat signature there's a return there's obviously something out where that blip is at what is a targeting flare that's a we caught the 80 flares it's an advanced targeting flirts it's on the left side of the airplane and it's

launched it like a flare no no it's a it's a FLIR forward-looking infrared receiver so it's when you see the bombs blowing up on TV and it's that looks like a black
(36:58) and white and you see it's like that's the targeting pod okay it's got a laser in it it's got an IR marker in it it's it's a very capable system that syncs up to this to the Hornet so everything kind of marries oh so this is the go-fast now this is go fast no it's the other one it's the was like that what is that that's called the go fast that looks like a tic-tac and I was another one taking off the East Coast but they grabbed it and Mark that one it's going it's screaming across the ocean at a
(37:23) very high rate of speed and there's been some debunkers that say well it's really not going that fast it's just the way the airplane is and how the mechanics of the Potter work and when you talk to the crew cuz it's actually I could ask my bud I'm pretty sure it's the same back cedar took both of these videos took the go-fast video and took the gimbal video and my buddy was on the flight with the gimbal video but they these things that I call my buddies I'm like hey how many people are seeing these things I got
(37:50) like 60 or 70 60 or 60 or 70 people had seen these things on radar and I said well what do you do and they said well we put out a note AM which is a notice to Airmen that just says hey these things are out there so just be careful because we don't want you to hit one yeah and it's kind of like our shego because you would ask you know who do you tell well everyone knows well what do you do and I said well because it was all white and it didn't have any markings on it and it didn't have any wings and it didn't have
(38:17) any rotors and it was just outperformed anything that we have yeah I think if I would have painted China or Russia on the side is this the gimbal video yes okay so it's the same pod in the beginning Jamie what we're looking at and when the crew finds it now what you're not seeing you're seeing it targeting when you hear them start talking when you listen to the video you'll hear the guy go dude look they're all over look at the SA page so we have a situation awareness page and whatever
(38:45) the radar is getting returns on it'll show up it's kind of like our God's eye view in the airplane so the pod can only look at one thing so he designates that as his primary target so that's where the pod is there the radar still seeing everything else so what they're actually seeing this video is what you're when you see that the object that he's tracking when I was talking to one of the other pods he said there's actually when you see the radar video there's like a it almost looks like a formation
(39:11) in front of them like five smaller ones that are moving in front of it and then they turn so like a formation these things turns and starts going the other way and then again while they're filming the gimbal video and that's kind of the comms when you hear it dude holy cow look they're all over this is unreported new information that he's actually saying right now everybody knows this video this is the one that they say turns like the Lazar craft like belly-first however what he's telling you right now
(39:37) is something that is not public yet he's telling you that there was a V formation of other objects that the public has yet to see you're not going to you're not going to the radar tape but I'm not

gonna there were more objects surrounding this is what he's telling you right now which is fascinating because the world doesn't know that yet just so you know I mean that's brand-new that's never been reported by a New York Times anybody okay so you go ahead play so the cool thing with this is that you
(40:06) know when he goes into so he's an IR IR mode right now you're still seeing no plume he's looking 47 so they're actually turning into it so it's starting to pull it back towards the nose see how the number at the top is decreasing and it's against the wind now he's in TV mode and this thing's gonna just start to run you can kind of see it's got that aura around it mm-hmm he said they were saying that the the ones with the squares inside that looked like the beach ball were the same and this
(40:32) thing is just hanging out so it's on the airplanes on the left-hand turn and it's so now it's right in front yeah it's it's just rotating no this is how Lazare described you know Lazar described that that these things would lay flat and then when they would travel they would turn up on their side mhm and that's that's how they maneuvered so this is very similar eerily similar to the propulsion system that Lazar talked about and that's why this video we're seeing it very differently now
(41:08) especially with what we know about Lazar but the idea is that it would fly belly-first in high-speed mode so if they have these are gravity propel this is something that's known within the government they're trying to back engineer they're trying to understand it we know there's a program currently that they said is is gone however it is currently active to study this these things will turn belly first the saucer type looking ones and then that's the high speed mode because they focus of
(41:35) allegedly you know these gravity wave amplifiers look this thing turns mechanically there again no typical form of propulsion as an expert is telling you this is not a glitch this is seen by multiple radars multiple people commander freighter was so close to it this is something that is not aerodynamic and it could move in ways and fashions when he's underplaying it when we first talked the idea of this thing going up up up up up up it's instantaneous acceleration back and forth there's no slowing down no turning
(42:07) like a ping-pong ball he said to me our first talk ping-pong ball in a in a glass nothing moves like that with traditional reactionary propulsion somebody has technology that we don't have in our inventory at all so this is counter-intuitive the way it goes from being aerodynamic to being uh narrow dynamic when it goes sideways and flies belly forward that's correct it's well it's not it's you know if you talk because I was just talking that guy the other day and he said the the irony with
(42:38) is these things would be out there for hours we don't have you know a high-performance airplane does not have hours where the gas I mean you know Hornets we if we don't have area we're feeling you know and we're actually out doing a mission and fighting and going fast you know you're talking hour and a half and you're coming back to land some airplanes are even less you know based on their size you know so if like an f-16 doesn't have external fuel tanks it doesn't have a lot of gas and the Soviet
(43:04) airplanes are the same way the mig-29 does not have a lot of

gas the su-27 sweet 30s because of weight because it's weight performance size of the airplane so you know even even our intercontinental bombers like b2 they still take off and they error or fuel they keep topped off so they can get to range that's how we extend things you got something like this that's coming down you know just think of the physics so just you know I'll use my instant because that's the one I really know the best is you've got an object coming from
(43:31) above eighty thousand feet so I'll just tell you that eighty thousand it's somewhere around seventy eighty thousand feet is where you can actually start to see the curvature of the earth you know so that's considered space so they're coming from above that they're coming straight down they stop at around twenty thousand feet they hang out for three hours and then they go straight back up so and I know you had a lot on the show so SpaceX is really excited because they can launch a rocket and then they can
(43:58) have the booster come back to earth and actually land on a pad very impressive engineering feat next to this technology that's like a Model T next to a Porsche I mean it's like wow really that's it you know and you got something that can just at will and move around now take it to the next level and I know this is there's a lot of talk about this so think is going to go into speculation mode but when you take a shape like that so just take the tic-tac shape which is shaped like a submarine if you're if
(44:26) you're using a propulsion that's non reactive where you're just manipulating the median that you're in err whatever you can go into the water so when you hear the all the reports of hey we've seen these things since you know World War two that would come out of the water and fly if you have a technology like this as long as the object is sealed where you're not going to get water inside of it there's nothing that says you can't do that because all you're doing is you're not
(44:49) you know where a jet engine sucks in air and blows it out the back or a propeller actually pushes the water it's a force now you've got something that's actually manipulating the gravity field and it's just moving through a void then it doesn't then air you could literally in theory fly go into the ocean cruise around pop back up fly around go to space you're nothing you you remove the barriers of the normal propulsion that we have today there's been many instances of sightings off the coast of
(45:18) California of things that plunge into the water or escape from the water and take off into space so yeah the with this field propulsion system as commander favors describing as Lazar described it doesn't matter the medium of space air or water there's no resistance no splash and this goes back to you know when Christopher Columbus reported a UFO sighting he did oh yeah did this idea that so this has been around anyway this idea boom that you can go through these different mediums will pause for a second Christopher
(45:49) Columbus at a UFO sorry yeah it's it's a written account so it's like find that no video it's [__] Leslie but that's what's so cool so commander framers encounter it's not the most documented it's not the most dramatic however it has had the most impact out of any sighting because of his credibility and the mere fact that the the New York Times picked it up with video footage radar evidence and somebody

who is as credible as commander forever it has changed the dynamic of the way people the government responds
(46:26) new Navy protocols because of commander flavor coming forward there are there's closed-door congressional and Senate briefings he's been part of them he's admitted that before there's a new study about UFOs because of this encounter it's so much evidence has so much power to it compared to other ones the Christopher Columbus great cool story somebody wrote it down who news who knows if he even wrote it down we have highly documented cases this one has changed our culture and that's what's so cool people are
(46:56) talking about it differently so here's this is a good story this is true so sitting at home and usually when people try and find me they get my wife cell phone because it's the first one on the cell phone ville and it's on my name so I get I see this call from California and I'm like you normally don't answer them and it's her phone like whose call my wife because that is me so I answer it and this lady says hey is commander forever there and I go who's calling she goes well I'd like to talk to him at her
(47:22) forever I go who's calling she says hi I'm a 79 year old woman and I would just like to tell him my story I go you're talking to him and she goes I've never in my life told anyone this she goes my I grew up my dad was in the Navy she goes I was he was stationed in Rhode Island at first when she was a child she said we were walking her and her mom while walking on the beach and they saw these weird lights so that kind of got her into that Oh UFOs she goes few years later they had moved to San
(47:49) Francisco so I imagine Treasure Island because at her age that would have been you know right in the 50s her dad was [__] her dad is working as a Navy liaison to the agency and he came home one day and he had a telegram in his hand and she goes for some reason he let me read it she's told me this story and I said well what did say she says it was it basically said hey unidentified objects going in and out of the water and it had a latitude and longitude in it and he looked at her she goes and I'm a child I always remember that she says
(48:17) he looked at me and said we get these all the time and it's always in the same area and I go of course I go well you got the telegram she goes of course not he had to take it back to work I said you don't have to remember that latitude/longitude she said no she goes but you seem to be so credible and believable she goes I wanted to tell someone the story that I've never told anyone in my life so that's what you're starting to see is people that you know very credible they're not you know
(48:46) they're not they're not crazy they're not making stuff up but they're coming out and going hey I've had these experience and I've got a lot of that from for over the last two years where people just find my email and send me stuff saying hey this happened to me I saw this and and there's some things are explainable because I got asked to tell this so because we're kind of I have a sixth sense of humor at times so like I said I had all these koala we used to fly they don't do it right
(49:11) now because it's a little bit dangerous but we used to fly night-vision goggles low altitude in Hornets all right so when you put on night-vision goggles they amplify light like a lot so you can see a campfire like 50 miles away so we used to do it the good spots were

down in like al central California there's a range that there's some bombing ranges but people go camping in the Superstition Mountains which is a kind of north and west of Imperial by I forget what it is the springs it's real pretty in a desert
(49:41) it'll come to me in a minute so we even go out at night flying around on goggles and you'd see a campfire and you go up UFO time and then you get the airplane going about 600 knots and then you pull the power back to idle so you can't hear it and you get zing in towards the fire well you turn the lights are all now because we're in restricted area so we can do that and there's lights on it that you can only see if you're on night-vision goggles so the other airplanes can see us but no
(50:08) one else can see us you go zing and at it and then right when you get to the campfire you pull the airplane into the vertical yes stroke the afterburners you let them light off you count to three to pull them off and then you just go away instant UFO reporting I'm sitting out in the desert it's all quiet and all of a sudden there's a lure there's lights in the sky and they go away and it's gone like you would do that just to [__] with campers yes yes I did not the only one who did it but like I said we have a sixth sense of
(50:38) humor yes so so some things are explainable because I guarantee there were phone calls made on some of the stuff that we did and I guarantee you're not the only one who's ever done that I know I'm not yeah I'm not that creative but it's just you know you think about it you go because people go I saw this or I saw that because I've got stuff like that and I go yeah I used to create stuff like that just not toes do you are you Jeremy I'm sure you're aware of this the footage from the the Mexican Air
(51:02) Force yeah yeah very aware that what do you think about that well again it's it's IR footage which is really interesting they actually got the cameras for runners right so you you can see in the infrared so it's beyond the observable you know I I myself have not detailed looked at the footage however FLIR experts and people that work with NSA have looked at it for me and they these are not lights in the distance these are craft very similar to what commander favor talks about without plumes without heat signatures
(51:32) you know non-traditional field propulsion systems we don't have that I thought they tried to assist it right here it's just a mexican air force footage yeah so they tried to say these were lights on like an oil rig out in the water that's been diba you say was a fire mm to the comcast video of the year was the mexican air force tracking like six so literally right after our incident I come and we come back and I think we were getting ready to go to fallon and i'm i had comcast and that the homepage comes up and there's this
(52:04) video and i go holy cow that looks like what we chased and it was like six of these things and they were tracking them in the same area two right off the coast Ensenada and it's not as rare there's now admitted and increased frequency the pentagon spokeswoman finally went off-script i was tracking the scripts for the last two years of what pentagon spokespeople say about commander favors experience someone went off script last week in the new york times and she admitted there's an increased frequency
(52:28) of near misses because of these a AVS anomalous aerospace vehicles so it's pretty astounding we're getting all these kind of

revelatory moments in these little seeds that these are not ours we don't have this even Elan doesn't have this I mean this is a propulsion system unlike anything we have it's amazing it's gravity propelled now that gimbal footage when it said that there's a fleet of them how far away are those guys where you're seeing you don't see the individual objects you
(52:58) only see a singular spot well the pod is you know when you get pretty narrow it'd be like you know if I put three people around you I can look at you and not see the other people so that's what the pod is doing but the radar is seeing everything because it's a it has a nice array dharna which is an active electronically scanned array so instead of like the radars we had which did the mechanical you know doing this like old-school this thing is just a panel that sits in the front of the airplane and through
(53:22) beam sharing beam's shaping it can move and it can look all over so we used to have what was called trackball scans so we would be able to track a target why we're still scanning this thing has scan law but it scans while tracks so it it literally if it sees you if the radar sees you it has basically a weapons quality solution then it can do that on multiple targets is that's how it that's the same way that the spy radar the aegis system works on the cruisers they can track multiple targets and have
(53:47) weapons quality on all these different targets while it's still scanning a volume so in that image you're seeing one individual object but there's other objects yes the radar is seeing the object that the pod is looking at where they're talking and when you hear the video you hear the the pilot say dude look at the sa page there's there's a whole fleet of them so what they're seeing is the the the pod is looking at the main that's the bigger object at the gimbal the thing that's rotating on the
(54:12) screen and there's five smaller things in front so this thing's just sitting there and then they kind of he said they turn around on this on the radar and start going the other way while the pods looking at this guy just kind of rotating so like a mothership and smaller aircraft could be something along those lines is there video of those smaller aircrafts are just the venom of the one large the only thing they have is that the targeting pod I would highly doubt even if they had the video that they're gonna release the
(54:36) radar video because of classification levels are you able to tell the story you told me about what was underwater with your your other buddy because is that okay yeah yeah so it remains you know people come out of the woodwork when they figure out you feni's because now they don't feel alone so I was working I'd worked I still do it but I was doing oil and gas at the time on a contract and one of the guys the story came out and he was a Navy helicopter pilot and he comes in he comes in he goes Dee can I talk to you
(55:09) man I go what am I guess I gotta talk to you I said what do you wanna talk to me about he says dude you know your UFO he said yeah he goes I had a similar experience I said what's that he said he was flying ch-53 s which is a big lift heavy lift that the Marine Corps uses and the Navy uses it for certain things and when they go off of for the East Coast they do a lot of shooting off of at the time it was off of Puerto Rico we had Roosevelt roads that they ended up close and but he was flying out of there and you

(55:35) know you got super clear Caribbean water and they have these things called beak um as they fly around and when they're all done because they'll fly towards the ships and the ship can sorry about that they can track with the radar and then they also do in a like the ships or submarines shoot torpedoes there they're called telemetry rounds so they have they gather all the data on what the torpedo or is doing underwater and then they blow ballast and this thing will come to the surface and float and then
(55:59) they go pick them up and then they can extract all the data out of them so they do it for both so he said the first time they're out and they're gonna pick up his beak um and those things when they're flying they're done a parachute comes out and they gotta go they hook it up the helo drops a swimmer in the water he goes and hooks this whole thing up then they hoist the whole thing up and fly back and then they extract it in so he says he's sitting in the front you know in helicopters there's you know
(56:20) c-53 you can actually see down by your feet you know just like typical like you got a Hawaiian ride so because you can see when you're touching down so you got really good visibility out of those things and you can stick your head out the window too because you're just gonna hang it out he says he's going on there and they're getting this thing hooked up and as he's looking down you know cuz they're I don't know what fifty feet above the water he sees kind of this dark mass coming up from the depths and
(56:40) they starting to hoist the the diver up and he's got they've gotten a beak um and as they hoist it up he says and he's looking at the single and what the hell is that and then it just goes back down underwater it's just like once they pulled a kid in the beak um out of the water this object descends back into the deficit so he thinks well I was pretty weird so he goes out he says not too long later you know a few months later he's out he's picking up a torpedo so he says they got the they hooked the diver
(57:06) up on the winch and they're lowering him in and he's looking down he sees this big massive because it's not a submarine he's seen submarines before once you see a submarine he can't confuse it with something else this big object you know kind of circular says it's coming up from the depths and he starts screaming to through the intercom system to tell him to pull the diver up and the divers like Fifi from the water so they've reversed the winch and the divers thinkin what the hell's going on and
(57:29) he's getting pulled up and all of a sudden he said the torpedo just got sucked down underwater and the object just descended back down into the depths and they never occurred that that torpedoes Jesus and this happened in the late 90s late mid to late 90s thank you I can pray get in touch with him and ask him and he told me this story and I'm like how do you report that you come in and go well where'd the torpedo go I just got sucked down they just went down you know and then you get to people that attribute it
(57:58) as I something happened when it blew ballasts and it just took on water and sink and he's like it didn't sink he goes it literally looked like it got sucked down the only reason he didn't they talked to him when they did the New York Times stuff they talked to him but it because the incident was from the 90s they didn't want to they wanted something you know newer mm-hmm so they did not include it but

I know they talked to him about it now what was the other footage that we were walking at there was the first footage that Jamie
(58:22) pulled up there wasn't a gimbal footage go fast go fast what is that that's a it actually looks more like a tic-tac but it's they saw it going across the water and they're they're just grabbing a lock so they're seeing this with their eyes and he gets the FLIR to lock out and that's when you hear the kid go I got it cuz he gets the AutoTrack and it's just something screaming across the surface of the water so and this is in the same area this is East Coast yeah this is the same
(58:46) time frame as the gimbal video so the idea that these are birds or the idea that this is a radar glitch or somebody said pilot error like on a clear blue day commander flavor has nerves I mean that kind of thing that people have said on your show to you that you know this these are explanations that make sense who saw the I don't want to say that West yes sure Maina mint believes everything like every single thing that's ever happened has a rational explanation yeah it's so that you know the probability that you
(59:16) know all the radars went off at the wrong time commander flavor you know had nerves and all the other pilots up there with him that you know this thing's shot off like a like a can like a gun instantly like that that was somehow perfectly coordinated that's a conspiracy that that's a fabrication probably Occam's razor as the events happen exactly like we're being told yeah for us it was you know and I'll go back to the beginning of the story of you know the other pilot who was brand-new yeah she had been in the
(59:43) squadron for four months five months so she's pretty junior she's still working on her initial quality airplane and you know so she gets the you know we get the real world vector and it's like okay real world vector cool I'm gonna get to do something real exciting then you see the water and you think Oh something sinking because it's kind of that shape of an airplane you know that cross type so now it's oh crap now it's search and rescue we got to go down and see you know because there's people you know and we
(1:00:12) are sympathetic and to the tic-tac and as soon as a tic-tac it's like I mean a holy [__] what is that you know and when you get you know some people get very emotional when you talk about it because for me it was like yeah you know I you know for her when you talk to her she has a disdain for some of the leadership that didn't tell us that these things were out there you know they're here now we're getting vectored because we were the first time demand airplanes had been airborne when one of these things showed
(1:00:42) up that no one even gave us a brief that hey we're seeing these objects out here for the last two weeks they're just kind of [__] you might want to know they're out there and they never told us no one knew these things existed besides the radar operators and the radar operators didn't know what they were they just knew they were seeing blips you know so there's a lot of stuff that you know that it flew around and it came around me and it didn't do any of that stuff it's the story that I gave you if
(1:01:07) just relatively benign but it was you know it's it's an interesting experience so these incidents that they reported were taking place before you saw your that Tic Tac encounter yeah they they were taking place over a period of how many weeks two weeks we went

out in the beginning of the month for that's this two-week ATS a period we pulled in for Thanksgiving but other that we were out till time December 21st is when we pulled the ship back in besides pulling in for three days at Thanksgiving so
(1:01:36) yeah for the two weeks prior so this was on the fourteenth and we went out at the beginning of the month so about two weeks they've been watching these things come down go up come down go up but it was always when we were not flying which is really probably like the midnight timeframe until early in the morning the next you know till noon the next day and then we just happen to go and if you think about it you know I laugh it you know if there was some little green man flying around in that tic-tac he probably got back to the mothership and
(1:02:01) got yelled at for being seen like oh my god you let him see you so so have you communicated with anybody that has any thoughts why what these things are doing or the the whether or not there's any consistency to the size of them or whether or not they think they're coming out of a larger object or anything along these lines no you know you can ask well cuz I was asking you know what do you think they were doing you know and I said because you can look well they were observing you know because they're
(1:02:36) coming down and watching number two is they were communicating because I think you know in my heart I think there was something under the water I don't you know what it was doing there but because of when you saw the X the cross looking yep thing explained that again so the disturbance may be in the shape of a cross yeah like I described it as it's about the size of a 737 so just think if you submerge the 737 pointing it to the east underwater by like you know 10 15 feet so as these waves are coming across
(1:03:07) when they you know they hit that object they're gonna break on top just like you would with a submerge like a seamount so and it's it's they're breaking and that's where the tic-tac was that this only reason we saw the tic-tac that's what drew our eyes down there as we see this whitewater when it's a perfectly clear day with no Whitecaps and you go oh what's that and then you see the tic-tac and then we you know we do all the chasing the tic-tac and we turn we're right there
(1:03:28) and we turn around and there's no white water it's just blue as far as you can see so at that point you go okay what was it doing because there was obviously something there that's not there now hmm so that's where I say well it's it was observing us it was could been communicating with or whatever was there you know and then someone else looked at me and said you know I was talking to Lou and he goes what about prepping the battlefield I go okay you know so if you go you know or these things from we
(1:03:55) don't know you know are they from China Russia someplace else I don't know but it's a it's a capability that we do not possess to my knowledge and if you asked me in 2004 cuz there's a lot of guys go out maybe it's some secret government program I go alright well let's let's let's be honest one if you have a propulsion system that made it gave the capabilities that we observed visually that's a huge leap for mankind' period so you would say yeah that was you know
(1:04:30) think about its it's gonna be 15 years next month you know that we saw this I would like to think that okay maybe let's just say in 2004 it was something somebody had this some government had this I

don't ours whatever if you come to now you go 15 years later you don't think that technology would have emerged because it literally would change everything we do I mean we're happy about you know hybrid and electric cars and all this other stuff but if you've got something that works like
(1:04:55) that air try would change our travel forever no visible percent system of propulsion no what no plumes no it's just uh yes we jokey and said that's a thing of a 40-foot long tic-tac that can move at will through the air at speeds well beyond what we've ever witnessed I mean even when you watch a rocket go off you know one of Ilan's or one of the NASA whatever you know you sit there and I grew up during the Apollo ageism where you just look at the thing go up up up up up I've seen them shot out of
(1:05:26) Vandenberg where you go you know I'd sit in my house in central California and you watch you go up and go I can watch that thing for a while this is something that just like poof a matter of seconds is gone now our other pilots or other people that have cited these things have they also reported something larger that's in the water near it no no not the ones I've talked to I mean I think you know you can get on History Channel there's all this stuff on there about people talking about stuff but you know
(1:05:53) what here's the question is what do you believe what you not believe and you know my biggest frustration is the you know our incident and even the folks on the East Coast it is what it is to us there's no reason to embellish there's no reason to make stuff up but yet there's still groups of people that are making stuff up like someone came out on ours was talking about and he's like I I saw the whole the whole video is ten minutes long and it was doing all this it's [__] what you see is that's
(1:06:19) literally the entire video it's a minute and a half long I think it's about a minute and a half long what people haven't seen that I saw I mean I've seen the radar tapes because I had them as my squadron you know I've heard you know the men in black you know I just I'm free you know maybe the okay I'll give you the credit if they did but why wouldn't they show and talk to the guys who actually witnessed it chased it and is one of the senior guys in that group right it's also possible that that men and black
(1:06:44) stuff was something they used to do back in the day and that that program was no longer continued and you know from Jeremy you would know this the older sightings when they go back into the day into historical sightings and I'm not not Columbus but you know a 50s and 60s did they have similar things that they talked about or something moved in this manner yeah it's absolutely incredible and I want to dumb this down because that's how I had to understand it when I was talking with commander favor years
(1:07:12) before I kept his secret years before the New York Times blew it up I told him it's probably gonna happen it wasn't by me we were talking about it this system that we have seen for over 70 years just documented by our military this is so important this is a non reactionary field propulsion system everything we know is a reactionary propulsion system you push something out the back it goes forward this is not like a mag system this is a gravitational field propulsion system and throughout history our military has
(1:07:46) documented them and there has been ridiculed now I'll tell

you exactly why 1952 there was a huge flyover of Washington DC jets were scrambled all the papers covered it's very famous you know case everybody can look up it's an important case because at that time a policy was started and that policy started because it crashed our communications that teletypes went down the panic of the UFOs that were being seen by people with fighter pilots trying to capture and trying to engage them and and it crashed the teletypes so
(1:08:19) our government was like oh that's not happening again because you know Russia could use that as a scare tactic so this policy of denial don't look here nothing to see move on UFOs are fake that's what Project Blue Book was tasked to do specifically the guy who ran it admitted that that it was tasked to debunk this and demystify the UFO thing that's J Allen Hynek correct right I also yeah jr.
(1:08:46) Hynek um he was once asked by a friend of mine do you have the smoking gun I'll give you this documents pretty amazed it's an Air Force manual where they explain what they know about UFOs at that time in 1967 but here's the point yes this has been going on since the beginning of recorded human history these propulsion systems that are captured on footage you know that is confirmed now by the net by the Pentagon like commander flavors experience this technology is not ours it's it was here 70 years ago you stole my 15 years ago
(1:09:17) we didn't know we would see it now these exact things at 20,000 miles an hour going on 70 years ago documented somebody has a non reactionary feel propulsion system now are they aliens or some subset of humans you know somebody has them and they're fine through our airspace with impunity and pilots like commander favor who by the way defended Los Angeles over not after 9/11 I mean this is a guy we put all of our trust him he was defending Lausanne just right after 9/11 so we got people like him coming forward saying I saw
(1:09:50) this and you got Internet warriors being like it's a bird it's a glitch it's Superman let's not concentrate on them what about the Columbus thing did you find that yeah it's just there's like light 1492 light signature event that they saw white in the distance because it is the actual text no there's nothing like Wikipedia stuff it's just one of the oldest accounts I was trying to throw out that this is something that do you know of there's a very famous painting that shows what appears to be
(1:10:21) men in crafts flying through the sky in the background of an ancient painting do you know I'm talking about I do I actually have a page one of the first pages ever put on my website is like a bunch of these because throughout history there are these indications of ships of crap but you know what the one I'm talking about it's like and yes that that's the shape of it it's also like a plate turned on its side and then there's a person inside of it yeah yeah man it's it's flying through in that
(1:10:53) same yeah that's it yeah like look how it it's flying but you know the thing is is it everybody can say are the one above that's pretty cool because that was a hidden thing I've studied that one where it says discovery fifteenth-century above the her left shoulder there is an object and if you really zoom in look at the dudes staring up at it as a painter my wife is a painter everything is intentional which wears the ground of the ground yeah right over there it's pretty cool looking up so I think that's 15th

(1:11:20) century it said so that the problem with this Joe is it go to the original one the one that we just looked at Jamie the one right before that yeah so you get a big picture yeah that is so strange like here you got Christ being crucified and then above him UFOs like is that supposed to be aliens or is that supposed to be angels like so what is that supposed to be in these things that they have it's severe it's real similar to what we're talking about here that's the argument of miracle of Fatima let's
(1:11:51) say I mean again this is so speculative we have a witness here of you know pilot but when you see something like the miracle of Fatima if you look at the miracle of Fatima God that's that one that was you know considered a real miracle by the church and the three kids we're getting messages I'll get this all wrong but for like months that they're going to be visited and to bring people and bigger and bigger groups gathered to where there was over a hundred thousand people years of 1917 1917 so you know
(1:12:18) dozens of thousands if not hundreds but dozens for sure see an event a mass sighting of something that happened we're talking people that were religious people that weren't religious you know doctors that that's not a real image there's a gym now one's doctored a little bit so you could see what they're all looking at something but that's not real yeah that's the but that's the crowd right the crowd is real is that right so here's the thing people come out something happened that was so
(1:12:46) intense some people thought it was religious that it was a visitation but other people saw it as technological like something descended you know look into I'm just saying art pictures like paintings we're talking about men you can interpret them all day I can't hold on to that I can't hold on to an eyewitness with other eyewitnesses with radar systems and with video we're in a different era now we don't have to paint it man we get to see it it's fascinating man it is fascinating but it's way more
(1:13:16) faster when someone like you talks about it versus some [__] random kook you know that's that's what makes me incredibly interested is the just your credibility in the fact that this is not you know I'm a history of seeing wacky [__] that other people don't see no just this once and but it's the on video and that there's other ones as well this it's really strange that I've seen people try to explain it away and what I don't like about when they explained it away or attempt to explain it away is that
(1:13:45) they're trying really hard they're not going who knows what this [__] thing is they're not looking at it like cleanly they're looking at it like a quote-unquote skeptic I don't like the idea of being a skeptic not that I don't think you should be skeptical of certain things I certainly think you should be but there's a lot of people that brand themselves as skeptics and I think it's a lazy way to look at things I really do because I think you're just looking for the holes in things without looking at
(1:14:13) it objectively if you wanted to be a scientist if you wanted to be someone who is a fan of science then you have to look at it as a thing like look at this information and let's study this without any bias any preconceived notions I don't think they're doing that they're looking at it they're trying to find a way where they can justify that it's fake and they're they're just doing all sorts of mental

gymnastics to try to make it fake that video that you show where that thing slips off to the left
(1:14:43) and takes off at incredible rates of speed that alone should freak people the [__] out yeah well I think because people confuse all the time like we took the video no it was another crew that took the video we we watched it for five minutes with our eyeballs and there was four of us and we all have the same story we all saw the same stuff we all came back and looked at each other and scratched her head and said WTF you know I mean serious what was that you know and then what do you do you you move on we never saw it again I imagine they
(1:15:15) probably saw him on radar after that but I think they're probably seeing them on radar all the time they just don't bring it to the attention of the general public oh yeah because if you don't you know for for a ship when they see something and you know you know what is that well you don't have any way to go out there and look at it like when you're talking about how they were informing you that they were seeing these things previous to your your mission when you're doing this exercise
(1:15:39) and they let you know that they're seeing these things did you say hey how frequent is this is this something that happens all the time I didn't get in that ours was more of the moment of you know when he's telling us save for the last two weeks we've been tracking these things right and we don't know what they are but you don't know whether or not it was just those two weeks or maybe it was a year ago there was other similar situations or there's other situations that have happened out there but yeah I
(1:16:05) would say you know for this I I don't even know one you got to take it serious we have a tendency if we don't know what it is if we just ignore it it'll go away you know and I joke you know there was an incident years miss prentace pry not too far off the same timeframe where I think it was like constellation was doing her work ups before she got decommissioned and an Oscar class of Soviet Oscar class submarine surfaced behind her mm-hmm right and then it's now it's like you know go to battle stations world war three how
(1:16:35) did this how did this foreign submarine get in our area and spend monitoring our workups that's a big deal right I said but now we go out and we have these things that are coming out will there's nothing we can do about it we don't know what they are we have confirmed sighting by two aircrew four of us two planes that said look this is not this is not an airplane this is not a weather balloon this is not a blip it has performance well beyond you know in the airplanes that we were flying at the time were literally brand-new super
(1:17:05) hornets right out of the Boeing factory I mean these these these were brand new first block two series that came out and you go why wasn't something done you know it's like we don't know what it is I think it's good now you know the moves that have happened over the last you know two years since the original article came out that you know they're there now there's a new reporting for the pilots the Navy's acknowledged hey these things we don't know what they were you know they're they're starting
(1:17:30) to take it serious because you know I know there are other events that are not out recent events where people have been called in to go have seen this thing so the investigation process is still going

on you know we don't we don't study the military doesn't stop even if you take funding away we don't stop you know we don't stop until we're told to stop so you know what's what's going on I you know you go well a tip ended you know they spent four and a half million dollars a year on it I
(1:17:57) think it was four nests 22 million over the five years see you go what are they doing since then well I mean I'm pretty sure there's still people looking at this and there's still people that are taking this serious I will tell you that I won't get into specifics but there are there are people inside the United States government that are taking this serious and I've been I've went down to DC twice to talk to folks you know behind closed doors to go because they want to hear the story and I've got a
(1:18:23) lot of you got to be joking yeah I mean this this seriously happened and and I'm like yeah it did happen and it is real you know what are you doing about it so what kind of people are you talking to high-level government officials is what I'll say and most of that is because that conversation is between me and them and I don't want people speculating but you can say high-level government officials I have talked to well that was always the the speculation about like what would someone do if they became
(1:18:51) president well the first thing I would do is I would tell everybody about the UFOs I would ask immediately what's going on and I always thought about I said how many people actually know what's going on and how much of the information I mean it's not like if they're dealing with something like this like your experience it seems like what you described is what is known so it's this anomalous event with this thing defies our current understanding of technology and then it's gone yes and so
(1:19:26) what do you have you don't have anything else other than that like what other information does anybody have well I would say I would say this because I've talked to Bob we did a table czar yeah we did an event together and I'll leave it to everyone to if he it's up to you to believe Bob I'll say this Bob's a normal guy Bob's not crazy he's not crazy at all not at all that was the weirdest thing about talking to him but when you when you look at it and go because I had asked Bob I said what he
(1:19:55) describes in the technology when he talks about his his story I said well do you honestly think we could you know reverse engineer it I said how long do you think it would take us and his response to me was another hundred years he goes Dave it was so far beyond he goes the stuff that he says he worked on he's like you know there was on your podcast cuz I watched it you know hey there was no wires and because I had asked him when he said you first described the ship that he got to see he said I used to say you know they
(1:20:23) built it and then it was like wax and you'd heat it up he goes now I would say it was built with 3d printing because now a 3d printing we didn't know things literally from the ground up and it's basically built as one not panels no rivets it's just made right and so when you talk about that and you go well it's still another 100 years so you go well what if you had the technology we still if if what Bob says is correct we still don't understand it and how fast would it take us to understand that
(1:20:50) I mean if it's if it's driven by something that we don't

even have on earth which is when he talks about that element we can't create it you know we can create it for a microsecond and then it you know it decays and we call them at 115 yeah so you know I think we're we're still a long ways off you know I'll argue with the people that go you know are we really alone I was telling Jeremy we used to go out on on goggles you know out in the middle Pacific there's no light poles night-vision
(1:21:18) goggles so we can see well you go out at night and he'd be on like a tanker hopper so I'm just hanging out not doing anything driving around in circles with the autopilot on you just turn all the lights down in the cockpit so you have no night light pollution and you just look roll your head back and look up there's billions and billions and billions of stars out there and you know I always look up cuz I'm like you know are we alone and I go I look up and go well if we're the only ones around and
(1:21:43) that's and I'm looking everything I'm looking at some it's a pretty sad place it's a pretty lonely universe I asked my astrophysics prof that once I said you believe in extraterrestrial life and she's like of course not and I said well there's billions and billions of planets you think we're it I mean just the probability of it is you'd go other Spri something else out there and I'm not crazy I'm just opening up the possibility that we are not the only planet that has life on it I think
(1:22:09) people don't like to seems silly they don't like to be foolish and I think when people start talking about anything that's not proven or anything that's connected to a bunch of loony people that are making up stories which UFOs certainly are yes UFOs are connected to so many people that have made up so many stories was that gentleman's name from what you would know that guy was from another country Billy something or another Billy - yeah seems a hundred percent full of [__] yeah yeah he's proven to have done tons
(1:22:38) of hoaxes with this but here's the deal sometimes I think people have a real experience and they're always like chasing that dragon and they get UFO disease and the brain goes [__] berserk right I know that there are people that have had profound experiences and then they can't ever replicate them so then they just start going crazy and I don't blame them for it but you got some of that command of flavor when he saw that AAV anomalous aerospace vehicle his reaction was I want to fly it that's a pretty cool
(1:23:06) reaction I'd like to fly it yeah imagine flying that thing well that's what I told my buddy is my XO at the time Dell got back after all this happened he looks I mean we're just standing right here when he goes hey dude I go it he goes what do you think it is I go I have no idea but it was pretty freakin impressive and I'd like to fly it Corps and he goes yeah I go I mean it was it was you know it's just like any putt you always want to follow coolest thing worse yeah of course you race car driver
(1:23:31) you want to drive the fastest car that's it now you look at and go well that's some we don't have yeah this idea that you know maybe we're not alone that some of these other stars have planets that or maybe technologically advanced so the next thing people say and you know new eras are going to say well they're not coming here because the distance is so vast hold the [__] up from the very beginning when Bob Lazar came for and talked about field propulsion gravity

propulsion distance becomes completely
(1:23:58) irrelevant so if we believe the and the radars are right and commander framers saw this thing moving like a ping-pong ball in glass water it's gravity propelled that's why you can make those maneuvers without exploding okay then distance becomes completely irrelevant for travel you're literally warping time and space you're falling into place well it's like the idea of showing someone a video on your phone long before video was ever invented people like what are you talking about like before photography was invented
(1:24:28) which is shockingly recent right you ought to draw pictures of things you saw just like those people that drew or painted that those images of those men and whatever those things were with Christ in the background the idea that we could understand what some insanely impressive technology from a planet that is nowhere near us could could manifest that's great it's nuts yes but Bob Lazar talks a lot about this remember he's a young guy right in 1989 he gets shown something and all of a sudden he's trying to interpret it
(1:25:00) through 1989 technology so he said it looks like it was injection molded because that's what he had and then Ron I said him this thing about nanotechnology and you know working towards an atomic printer he's like dude that makes a lot more sense so he has to view it through where he saw it in 1989 however I will say this it is my knowledge that we understand exactly how these crafts work our one limiting factor is our material science we can't replicate not the fuel source itself is another when you say we know exactly how
(1:25:29) they work yeah it doesn't break our laws of physics this concept of amplification of gravity this concept of gravity propulsion we understand how things can move from point A to point B almost instantaneously our physics doesn't disallow it but our material science and the fuel to create that machine that we we have machines from other places so we I mean well Bob Lazar whether you believe him or not that there was a program I have other witnesses that I will be bringing forward about s4 where he worked
(1:26:03) we have cred of other witnesses that worked with along the people that corroborate Bob's account in that they saw him get on and off the red and whites the Janet flights that come on mm-hmm somebody that went to Papoose Lake and was stopped by non-military guards at that time people that were aware of sight four and et exploitation projects one is an sr-71 pilot that I've been talking with for a couple years so these people are coming for now which and it's like I'm sick and tired of doing it these little nitpicky things
(1:26:37) about Bob okay there was a program there was a back engineering program they've admitted there are materials so this is like the meta materials you heard about in the New York Times all that we have materials associated with UFOs that are interesting what is that what are you talking about so this was something that was launched in the first New York Times article I believe in December of 2017 that there is studies being done right now on materials associated with UFOs right so actual metals that have come
(1:27:06) off of you could say crashes or who is that that explained that there was something that they were with Eric Weinstein that was explaining that there was someone who reportedly has something along those shocks ballet has 17 samples 17 samples how does one night at 17 Sam well he's jock [__] ballet right so he is the guy first ever for

the United States military created a computer program for you know for the study of UFOs for Project Blue Books he's an old school guy they modeled him after in the Close Encounters movie it's modeled
(1:27:36) after Jacques Vallee the French guy so he's kind of like been involved with this he's had more access to government databases than any of us he went around collected samples from known you know crashes or like when things will come off and what's the conclusion well they're studying him right now there was just something on Fox about they're studying some of these materials and what they will find because I actually the ones they're talking about I actually took to New Mexico and had five
(1:28:01) scientists study it about five years ago I got my hands on it got to study it the the famous parts they're talking about now it's layered and the way it's layered is what they're trying to see if its anomalous elementally or the way that they're the elements are bound together and also the atomic level of layering is what's interesting we'll find out if we explain what you're talking about what is this thing that you saw okay well there is there are a lot of different samples but when you
(1:28:29) get a sample of something and you can come bigger these samples the ones that that I looked at they ranged from about this size they were you know they range from the size orange-y a size of an orange to the size of a quarter these are materials right the materials from a crash so that's the alleged layer there's a known crack this is in the public domain rather than you know government control so what we were what I was looking at or having the scientists look at is isotopically and elementally what are the elements that
(1:29:02) are in this are they engineered and what's the conclusion well I I'm not I'm gonna leave it to the people that are doing it now who have much better machines than I had a million cliffnotes yeah they from what I understand there's atomic layering there there are levels of like we do with graphene we lay down these layers that are basically oriented at a certain degree that's how you get a superconductor or something like that if you take a piece of graphene and you and it's highly machined so it's not doesn't
(1:29:31) deviate from that atomic layering you can push it right through ice thick hot knife through butter so the weirdest feeling in the world because you just take this piece of what feels like graphene and it goes right through butter because it's a superconductor and the heat from your hand melts the ice so that that is a meta material it doesn't occur naturally humans created it and it has special properties because of the way it's atomically layered so if these materials are from somewhere else then
(1:29:57) they're we suspect that they're going to be highly machined that they're going to be created for special use so my whole point is our material science has not caught up with the physics that we understand for these field propulsion systems I'm just telling you believe me or not but you'll hear more about it that that our material science in 1989 and today is our limiting factor and as our material science gets better as humans we know how these things work now the fuel source that's a whole nother
(1:30:26) conversation but as far as creating these machines that's what we're trying to do that's why there is secrecy we're trying to exploit the technology because whoever exploits it first wins it's a

game changer we don't want Russia to do it we don't want China to do it if we had a non reactionary propulsion system the world would look different instantaneously what what is your perspective after the incident versus before the incident like how much did it change the way you view the world and
(1:30:57) our place in the world for me I mean I always I never believed that we were alone me I just look up and go there's way too many stars up there for us to be my own place after it you know it makes it a little more clear to go you know one my questions are where to come from that's that's the biggest one of where'd it come from what was it doing you know and then I've asked why me I mean why why did I happen to be because you can say wrong place wrong time right right place to see or right place right time for me it was I think
(1:31:35) there's more out there and if I could get word out to anyone it's like you know especially the debunkers of one quit trying to debunk it because it is what it is it wasn't a there wasn't a system glitch this I mean this was a real incident that happened and number two is let's open our aperture a little bit and start thinking outside of the box you know if you go you know you look at it go ahead it's it's non reactive propulsion well it's because when we came up with propulsion we D we you know
(1:32:00) the people long before us came up with a reactionary propulsion system and that became our standard had we done something different or we developed non reaction we might look at something like a gasoline engine go holy cow how's that thing work right we wouldn't have that idea so you know I think there's you know if you look at it and go people thought Einstein was kind of nuts and we're still proving his theories today and what we're learning is that he was right and he was right there was a time
(1:32:27) when the earth was flat except for some people in California the earth isn't flat around its people there's not an ice wall so so when you look at that and you go you know a lot of the stuff that we thought was true isn't true it's totally been changed so for me I just say I think let's get outside of the box and go if we can develop a technology that would and I don't look at it from a military standpoint because it would be a game-changer from military standpoint technology like that would be a
(1:32:58) game-changer for mankind completely I mean it would literally everything that we do you know and we don't know exactly you know you could you know do you want that system in a car you know people have trouble driving in two dimensions let alone three right you know they you know it's kind of like your joke last night the vaping thing let alone drive in a car that goes up down works in three dimensions or that was what they originally wanted helicopters to be they wanted to be flying cars yeah if you get
(1:33:28) out on the road you see how people drive yeah and I always laugh because people think well we're three-dimensional like we know that this table is not the floor but it really humans are two-dimensional people and you learn that especially when we would fight if you can really work in the third dimension which is up and you go well we are three dimension like I know if you look at like a tall building is you know 1700 feet high the big ones and you go no you know for an f-18 to do a split us which is go from
(1:33:53) up here and just do a vertical 180 degree turn so you're

going this way and you go down here it's like 2500 feet hmm and that's tight that's a tight turn for a jet you know unless you're running like vectored thrust stuff but there's everything has a cost so if you do some big high akka you bleed off energy there's a cost associated that that to a pilot that's three dimensions to most people on earth you go no I'm you know I look at a hill and god I want to walk up that thing Rio and in an airplane it's
(1:34:20) it's a totally different thing so if we just open up that expanse you know for what we're trying to do for technology and go is there another way because we still build we still build suckers and blowers which is a jet engine we just refined the internals the turbines to get them to be more efficient where I go I don't you just put your efforts at someplace else like I was talking to there's a whole realm of physics that really doesn't get explained and it's I was talking to Steve Justus about it it's more into the
(1:34:48) magnetics type side that we don't we don't spend a lot of time on and I know he said when he was working at skunk works he did it's not a good call I read internal research and development money that he would fund to try and look at some of these other technologies for propulsion and you know he's now since retired but really impressive to talk to him at the level that you can which is you know for us would be an unclassified level but you know the stuff that goes on behind closed doors there's reasons
(1:35:18) for it you know because if a technology like that got out where someone could rapidly reproduce it after all you've done you know or they got it first do you think of the atomic bomb you know Germans almost had it Russians were working on it we got it first changed the world literally changed the world when we detonated the first one and you go I'm not gonna get into the politics behind it but now we had it and now it was the race everyone else because they had to get on equal part because it's a
(1:35:45) destabilizing thing and novice side if you develop a technology like this and you keep it to yourself you've got something that no one else has and it's a huge leap I mean it's a quantum leap do you do you share it because it's a mankind thing or do you keep it for yourself you know and that's right now it's not for me to decide I'm just Dave well it's fascinating that some other method of propulsion could have been established in some other place and that we're experiencing or that you've
(1:36:19) experienced it and some other folks have experienced it in action and I just think for us as people as human beings in 2019 it's really easy to think that what we have now is so amazing and that what we have now is the pinnacle of discovery and then what we have now is you know with our electricity and with our LED screens and that we are experiencing like the height of Technology when if you're some creature from some other planet that has got easy access to element 115 and some gravity propulsion system you're looking at us
(1:37:00) like we're digging holes in the side of a mountain to protect ourself in the rain we're a cave people yes yeah what we do that here on earth yeah I mean you look at like a first world you know like a United store you know these are the [__] of developed nations I need to go to Sammy's other and go you know people are still getting their water out of a hole in the ground with a bucket right or people in the rainforests are living these indigenous lifestyles yeah so you

know take them something take them one
(1:37:26) of these flat screens down in one of these tribes that no one's ever seen and go hey yeah and start showing them pictures of themself that you're shooting real-time or video that's feeding directly into it they'll freak out don't think I would you capture my soul right so it's it's where we add more are we gonna do and what can we do did it change the way you look life I mean even though you knew that or you had this feeling that we were not alone just from looking at the Stars and
(1:37:51) but when you actually see the thing like how I mean I would imagine that that has got to really shift your perspective well if it shifted my perspective but it was more of a it's a validation a confirmation ago you go yeah you know I've always like yeah there's a lot of stars and then you see something like this and go well maybe we're not because that that pushes you to the next point to go you know you know one lands in my front yard then I'll be 100% sure that we are not alone because it's sitting in
(1:38:21) my front yard but I mean I got within a half mile of this thing which is people go I have miles pretty far away I got not when you're flying an airplane half-mile is like really tight when they bring you in to have these conversations with high-level government officials how long these conversations so I went to the I've been down I've talked to three different groups of people this is post The Times article so the New York time article comes out in 2017 yes and then our compliment the other pilot that was
(1:38:52) involved had been to DC multiple times this is how our kinda I got in touch with Lou she had called me and said hey I need to talk to you so I called her and I said what's going on she says hey have you been there's anyone called you about the tic-tac and I said no she goes you know I'm gonna the Pentagon like a half dozen times and they'll take me in and anywhere from Starbucks to you know inside of a vault and she goes and they'll talk to me about the story and they'll show me a picture something goes
(1:39:18) to look like this and then she gets pretty frustrating goes it we called the tic-tac because it looked like a tic-tac what part don't you get I mean go get up thing at Tic Tacs and look at when they're saying did it look like this they showing her something laughs that they have no not pictures that they have but like a video from someone else like they'd show the gimble video like this okay and it was no so and that's when I told her I said well just just tell this guy that you're talking to just give my
(1:39:42) name and number I go I'll talk to him it's not a big deal to me you know and that started so when we I got asked you know multiple times to go down and talk to two people one of them was supposed to be 20 minutes and these you know these are important people get in 20 minutes as some of these folks time is that's a huge deal so we went in thinking okay we're gonna do the thing 20 minutes and then we're in and and an hour and a half later we came out I mean that's the interest of you know and
(1:40:09) there were some Pino you get the group you know the folks that come in and out but there's a few that just sat there and were enamored by what we were saying like you're you joke and we're like no this is this is all real I mean these are these are pre senior officials that are taking the time out of their day to take this

serious to go you know maybe we do need to put a little emphasis on this I mean literally if some can just show up at will and do whatever it wants and I'd probably at least pay attention
(1:40:37) yeah pay attention but what could be done I mean what could they do if you put yourself in a position of one of these high-level government officials what do you do just spend more money on looking at them now if you look at money though I mean I know when the article came out and they talked about the a tip program that Harry Reid got funded 22 million dollars over five years yeah point four million dollars a year and you go and one's freaking out oh it's 22 million I know I wasn't 22 million dollars a year
(1:40:59) it was 4.4 million that's not even in the rounding error for the United States we just gotta prove what it was seven hundred and fifty billion dollars for a defense budget seven hundred and fifty billion if it took a hundred million out of that it's not even gonna put a dent and I go why can't you know if you're if you're only spending four or four point four million dollars a year and you can actually get some good work done because you don't need a huge team because you figure if you look and I think I think
(1:41:24) what's the number like ten fifteen percent of all these UFOs like you would you look at Project Blue Book really remained unexplained and you go okay so you can weed out you know you can read out me flying over someone in a campfire in like my afterburners so you know that was Dave being Dave so you can weed that stuff out now you go now I'm really kind of concentrating the funds the most important thing and I talked to the folks one that we were talking we talked about funding and I said let me leave
(1:41:50) you with this and I had got some pretty good stuff I was talking to Chris Mellon who's a former undersecretary and understands how the government works so is where he gave me some really good feedback and I said I talked to I said look I'm all for you guys funding a program but what you need to do is find a program that there's going to be oversight over when I say oversight I mean because what happens is you go here's money but we're going to distribute in the government so we're gonna distribute it to these
(1:42:11) three different agencies across the United States government you know I don't just call them agency a B and C so you give it to them you know and I'll go back to like the 9/11 stuff where we've really had the answer but all the agencies weren't talking to each other to put all the pieces together and that's my fear that you go hey we're gonna take a hundred million dollars of taxpayer money we're going to fund a program to actually seriously investigate this stuff and look at the technology but there are
(1:42:35) three different entities working on their own and not talking to each other so there's got to be a joint collaborations we go we're gonna do it but you know Joe's going to be in charge and you guys are all gonna play nice in the sandbox together because we want to get our money's worth because people pull raise the the fraud waste and abuse flag that we're wasting money on something stupid now the gimble video shows a different kind of thing yes how many different kinds of things are you aware of well those are ours too
(1:43:06) if you look at the go-fast it kind of looks like a tic tac so you could say those two are the same yeah I think there's other stuff out there you know and sometimes it's not that the you got to

look at where do you obtain the video it's just like intelligence you know and I'll use because I had no you got that picture of Pablo out there you know and there was the guy Tom Cruise made the movie about him what's his name Louisiana due to his flying the drugs for Pablo in and out Barry seal Barry seal you know hey it
(1:43:34) was all great until Reagan posted that picture that they had the cameras inside the cargo plane and then Pablo puts it there the only place that picture came from is Barry seals airplane you know and then now Barry seals a dead man so you got to watch when you release because you go hey we got this video but it was taken someplace we probably weren't supposed to be or how did they get that video right like I look the video of the tic-tac video that thing first came out is kind of funny the guy that was in my backseat had sent me an
(1:44:04) email and this is about probably 2008 so I was retired and he sent me this video guys say skipper's look familiar and it was on strange land calm but not suitable for work just say that but I look and then next thing you know it's on YouTube so when I would tell this story to my friends I would go I'd send them a link to the YouTube video and this is years before the New York Times article and then when they did the unofficial official report the you the video was taken down off of YouTube and you know
(1:44:32) it kind of puzzled me like why'd you take the video down and I told the guys when they did the unofficial official products that way you really need to look as how did this thing come off of a classified Drive system on an aircraft carrier and end up on strange land calm in YouTube because at the time the videos were classified secret and that's not because it was a UFO it's the the 80 Flair video what they did not want that released so you'd see it on CNN they blocked out all the performance stuff
(1:44:53) what the airplane was actually doing in this case you know the one you see it's 250 knots of the autopilot on so it's not that big of a deal but you know Jeremy how many different types of vehicles are you aware of that have been reported credible reports for decades hundreds of different shapes even Lazar himself said he saw you know nine different styles all working off the same propulsion system the tic-tock shape you know vehicle that that goes back in history some people say cigar shaped you know big ships small ships we
(1:45:26) you know they're all different kinds I think it's important to state though there are other funded government-funded UFO programs it's a misnomer actually that a tip was the recipient of the 22 million dollars it was actually harry reid created a program called AUSA awesome was the sole beneficiary of that 22 million new york times got it wrong and then what happened is a tip was a different funded program to study military encounters with UFOs aw snap was created because of skinwalker ranch a government program to study UFOs and
(1:45:58) associated phenomenon a tip and awe sup communicated and shared information but they were independently funded so the 22 million dollars was for OSAP and then a tip had its own sources and then they did collaborate to UFO programs there are more that I think we're gonna learn about so the different shapes that bob lazar saw there was nine different shapes that he saw yes there's only one up close yeah and none of them were like to tic-tac not specifically however that's not an uncommon if you go back in

(1:46:34) history of like military sightings of craft going over 20,000 miles an hour the tick-tock is a shape they have triangles they have ones that look like rectangles the thing that is common with all of them is the non reactionary propulsion system I think even command a favor said the thing noticed him was words he first said to me and and kind of went towards him with its nose but it could move in any direction right I mean it could just move that will however it was when we first thought it was just basically it
(1:47:00) never turned it was just going left right you know kind of doing this she probably doesn't matter and then it became aware because it turned and it actually mirrored what I was doing when I was coming down it came up and you know so it was obviously knew we were there and I don't know if it was picking up you know energy coming off the airplane or what you know I do know that when they tried to lock it it actively you know it jammed a radar made it pretty much useless and you know Chad was pretty good about kicking it over
(1:47:24) and grabbing that video so it's pretty wild it's a big deal to actively jab a radar virus you know yeah it's um you know whenever someone tells you an awesome story it's great to hear but god I wish I saw it myself you know yes but you got thing that's yeah you're like you're telling me and I'm like wow I'm listening I'm trying to imagine I'm putting it in my head I'm I'm I'm visualizing it but damn I wish I could see it yeah I said this to a guy where
(1:47:56) he's he's pretty proud I don't say who it was or what his position was he's pretty prominent in the UFO community I'm not really a UFO guy and he starts quoting like Jeremy can't quote event so this was this dis event that event that of it and it keeps looking he goes what do you know about this event I go nope and he goes what about this event I go nope he gets like three of them and I look at him and he goes well you're not UFO guy I go no but I chase what have you he goes no I go I'm an expert you're
(1:48:26) the kind of school he kind of got deflated a little bit he because he looked at me like you suck well it's like people that are into baseball stats but they've never played yeah yeah you know you gotta get got your hands dirty get out in the few I'm with you Joe like I wish I had seen you I've been so curious about the propulsion system since lazar and I wish I could see something too oh my god yeah I would give so much I'd almost think about for president just to win just so I could get in and find out about you
(1:48:54) everybody's track and then go I quit [__] everybody Clinton tried he tried to eat yo big time that was his that he came in he said first thing he webster hubbell he said i want to know two things who killed JFK and i want to know all about UFOs and they were he was denied access and he later said it's not the first time I've been lied to her denied information after asking for it Bill Clinton said that additionally Jimmy Carter he said before he was president I'm gonna find out well Jimmy Carter supposedly saw you know he
(1:49:22) did he said I'm gonna find out I'm gonna tell you never talked about it again afterwards after he became president wonder what his briefing looked like you know and then so many presidents have tried because they're like us man they're curious mm-hmm however this information from my understanding which is an informed understanding is so compartmentalized you know that makes sense listen is anything else just one thing I want to make sure to brief you on storm because

I still blame you for it a
(1:49:50) little bit no idea can I just give you a quick break now okay so check this out I made a movie Bob Lazar Air Force One and flying saucers Joe blows it up I go on a show with Bob Lazar which was awesome thanks for letting Bob tell everybody what happened and then the world lit on fire now from a sociological pop-culture standpoint what happened on that day is huge and I don't want it to be missed on anybody so a kid watches your podcast watches the movie puts up this Facebook page Stormare 51 oh my god that's a big
(1:50:21) problem right so I ended up talking to the kid and all this and helping trying to help him navigate kid went left he should have gone straight anyway vent went down Rachel Nevada where area 51 is where the access points go up we all went out there right but really Rachel nobody wanted people to come it's a town of fifty two people one business the the residence I live in Pioneer Tom Coburn it's tiny you don't want your whole town taken over by potentially dangerous millions of people that are signing up
(1:50:52) for this on on Facebook right so it's this huge phenomenon that happened because of going on what happened so here's what actually happened because the media has completely lied to you they said 150 people showed yeah it's a total fabrication the footage to prove it we had an event in we I participated in an event in heiko Nevada which is safely 50 miles away from you know Rachel where they didn't want us and on the fly 3,000 plus it's me it's a huge win three thousand plus people even though they were scared
(1:51:24) to come because they were told to be scared to come out there that it's gonna be a riot okay and they peacefully assembled and enjoyed this thing I had but what what happened there was nothing they just got together 3,000 people yeah but everybody came with the idea that they're curious about this it engaged a whole new audience of people we had Dave Foley talked we had Paul Oakenfold some famous people talked the phone setup yeah we had a I set it up I brought in speakers right I brought in speak Dave
(1:51:53) did you avoid this yeah I'm you know I'm a military guy not forming a government that's about the stones go that's like jumped the White House fence I'm like are you black that's the dumbest idea on the planet yeah I didn't understand the benefit of getting all those people together no no people were going and so my point was well let's at least bring people who can talk about it and and have a civilized fun time and see what people want to do so my point is it's amazing anybody came out to begin with
(1:52:22) and nobody went crazy so what is the 150 people that were reported where they may be at the gate itself to go so that's probably what it happened and someone like you didn't come along and organize something else yeah I didn't organize it but I definitely advocated for safety and and it worked and and it was a success so they just got together and talked 3,000 people got together and talked well it was spread out all throughout like people didn't Rachel the community didn't want people there was
(1:52:44) an event there though and the in heiko where I was was the event with the stage and the fun stuff we all did George Knapp was was there as well how did you promote this well they did the event they promote it because people are already coming didn't promote it on social media sure I said if you're gonna go somewhere that's where I'm

gonna be and it's gonna be safe and sane my point is this you have so many people that are curious now and don't underestimate what happened on when someone watched your
(1:53:08) podcast and that happened boom you've got all these new people who are interested in it and I think that's important because this UFO phenomenon is real you've got fighter pilots that engage them it represents a non reactionary propulsion system and that's a physics that would change the world so the more people that come together and say we're interested the louder the voice we got I think it's cool when I had some alien Budweiser great well I don't know if there's really any benefit
(1:53:33) to people physically getting together but I do think that there's a lot of benefit I'm glad you had a good time but I just think there's a lot of benefit to this discussion and and I really think there's a lot of benefit to hearing the stories from people like you because that's the only thing that matters to me when it's like I need to know the person who's telling me the story isn't full of [__] so when I get it from someone like you I really really appreciate it so um that's it thanks for being here thanks
(1:54:02) for telling your story thanks for having thanks for being you thank you Jeremy for setting us up and thanks for your documentary on bob lazar which really like [__] turned me around that was the one all right that's it bye everybody [Music]

David Fravor: UFOs, Aliens, Fighter Jets, and Aerospace Engineering | Lex Fridman Podcast #122 - YouTube
https://www.youtube.com/watch?v=aB8zcAttP1E

Transcript:
(00:00) the following is a conversation with commander david fravor who was a navy pilot for 18 years and commander of the strike fighter squadron 41 also known as the black aces a squadron of 12 airplanes consisting of several hundred people he's also famously one of the people who with his own eyes saw and chased a ufo an identified flying object in 2004 that is referred to as the tic tac and the incident more formally referred to as the uss nimitz ufo incident his story corroborated by several other pilots from my perspective as a curious
(00:40) scientist and an open-minded human being is the most credible sighting of a ufo in history at least that i'm aware of he's a humble fascinating and fun human being to talk to i put out a call for questions on reddit and many other places and tried to ask as many of the questions that people posted as i could and overall i really enjoyed this conversation and i'm sure if the world wants us to and if there's more questions to be had we'll talk on this podcast again quick summary of the sponsors
(01:12) athletic greens expressvpn and better help please check out the sponsors in the description to get a discount and to support this podcast as a side note let me say that the world of ufos and uaps unidentified aerial phenomena and aliens in general is foreign to me because of the high ratio of outlandish conspiracy theorists to actual hard evidence i'm a scientist first and foremost but an open-minded one often looking and thinking outside the box i'm often disheartened by the closed-mindedness of the scientific

(01:46) community and in equal part i'm disheartened by the lack of rigor and basic scientific inquiry and study on the part of the conspiracy theorists i believe there's a line somewhere between the two extremes that more inquisitive minds should walk i think we humans know very little about our world what's up there among the stars and the nature of reality and the nature of our very own minds the path to understanding can only be walked humbly the very idea that there is a possibility that david witnessed a piece
(02:22) of technology whether human made or alien made that moved in the way it did should be inspiring to every scientist and engineer on this earth there may be propulsion and energy systems yet to be discovered that once understood and mastered will put distant galaxies within reach of us human beings paradigm shifts in science and leaps and understanding can only happen i think if we open our eyes and allow ourselves to dream to think from first principles and remove the constraints and innovation placed on us by the
(02:55) scientific conventions and assumptions of prior generations if you enjoy this thing subscribe on youtube review the five stars on apple podcast follow on spotify support on patreon or connect with me on twitter at lex friedman as usual i'll do a few minutes of ads now and no ads in the middle more and more i'm trying to make these ad reads unique and interesting and less adzy more personal but i give you timestamps so you can skip but still please do check out the sponsors by clicking the links in the description it
(03:28) is honestly the best way to support this podcast this show is brought to you by athletic greens the all-in-one daily drink to support health and performance i drink it every day to make sure i'm not missing any of the nutrition i need now let me take a hard left turn and talk about fasting i fast often sometimes intermittent fasting of 16 hours and then an eight hour eating period of two meals sometimes 24 hours that's one dinner to the next i've been even considering doing a 48 or 72 hour fast that some people i look up to have
(04:02) done people who have done it tell me that outside of weight loss and the different health benefits it's a chance to meditate on the finiteness of life not eating somehow is a reminder that we're immortal that every day is precious i certainly experienced this with the 24-hour fast and i think it goes even deeper for the 48 72 and even week-long fasts anyway i always break my fast with athletic greens it's delicious refreshing just makes me feel good so go to athleticgreens.
(04:34) com lex to claim a special offer a free vitamin d for a year again go to uh threaded greens.com lex to get free stuff and to support this podcast this show is also sponsored by expressvpn get it at expressvpn.comspod to get a discount you probably know there's a show called the office that i fell in love with first with the british version with ricky gervais and then the american version with steve carell expressvpn lets you pretend your location is somewhere else choosing from nearly 100 different countries and then watch
(05:09) one of the nine totally different other versions of the office and other countries also it protects you when you do shady things on the internet that you shouldn't be doing like checking the website of this very podcast that for some reason was not available in russia for a long time not sure if it still is but if it isn't you can use

expressvpn to access it i think of expressvpn like a pirate ship and regular vpn free life as a boring cruise from one place to another with no excitement in between choose wisely my friends again get it
(05:44) on any device at expressvpn.com flexbod to get an extra three months free and to support this podcast this show is sponsored by betterhelp spelled h-e-l-p help like you would try to spell if you were on a deserted island and trying to get an airplane to notice you check it out at betterhelp.com lex they figure out what you need and match you with a licensed professional therapist in under 48 hours you can communicate by text anytime and schedule weekly audio and video sessions now hard left turn let me talk about
(06:17) desert islands whatever you think of it i love the movie castaway with tom hanks and the idea of spending time on an island alone with potentially no hope the natural question is if i could what would i bring to this island the answer is complicated but let me pick one thing the first thing that popped into my crazy mind which is the introduction to algorithms book also called clrs for the first letters of the last name of its four authors i find algorithms beautiful like a little toolbox for a simple world inside
(06:49) computers when the real world outside is an impossible chaotic mess i would love pondering the puzzles in that book for months far away from human civilization anyway check out betterhelp betterhelp.comlex to get a discount and to support this podcast and now finally here's my conversation with david fraver you're a graduate of the navy fighter weapons school yeah i am better known as top gun so yeah let me let me ask the most ridiculous question how realistic is the movie top gun so it's funny we used to joke and a
(07:29) friend of mine who was a top cut instructor uh said this there's two things in the in the original top gun that are true that are very realistic one there is a place called top gun and number two is they do fly airplanes there other than that uh you know i went through in 97 uh class 497 and there's actually a log of every single person that's went through kind of like seal training you know there's a list so people because there's a lot of posers out there i was a navy seal no you weren't well i went to top gun you could
(08:00) actually go to top gun and matter of fact just to get a top gun patch the real patch uh you have to have gone there so a lot of the patches you see running around are not real there's the real ones are controlled the people that make them uh honor that and when you go in they look up your name if you want to get one they look up your name you just tell them they go okay here and i'll sell them to you if you are not on the list you ain't get no patch because it is it's it's it's a pretty big deal
(08:27) to go through but it's for me uh probably the best experiences of flying uh because everyone there is extremely competent it's it's very very challenging but it's what we all signed up to do so it's uh it's just the entire group that is when you want to be that you know that level uh you know where you go everyone really cares and everyone really wants to be good is it competitive like what was it in the movie or no it's when you go through it's you know it's if anything it's more of the students
(09:01) you know and then there's the instructor side and the instructor sides are really you know they're guys that you know they just chose to stay up and fallon and it's extremely uh difficult job

uh because they have they have a very small tolerance for um not being good so they're briefs the guys when they give a lecture so let's just say there's a fighter employment lecture which is one of the hardest ones it takes about two days to give the fighter employment lecture um the guy who gives the lecture goes
(09:32) through multiple what they call a murder boards where he's scrutinized by his peers and he practices by the time they actually stand in front of a class they pretty much have their 250 powerpoint slides memorized and they don't even turn around they just click and they know them in order and they repeat the same thing over it's and it's standardized so they are extremely extremely standardized when you go through school and there's a reason for that because what they're doing is they're
(09:56) training so when you come out a top gun you're called a strike fighter weapons and tactics instructor okay so your sfti when you come out of that your job is to go usually to one of the weapons schools on the east or west coast and train the fleet squadrons and then you visit the squadrons and train and do upgrade rides and all that so there's a there's a reason that they are extremely particular when you go through the course it's it is literally one of the best things and it's not it's not a rank
(10:23) based thing because think oh navy you can come in as a you know like a an o4 lieutenant commander the lieutenants the hierarchy or at least to be i don't know how it is exactly today but i imagine it's the same the hierarchy is actually based on seniority at the school not necessarily ranked so when the the tactical decisions are made which are based on fact and and trying things out in the fallon ranges uh they set this the top x number of folks that have been there seniority wise is and i mean time wise uh are the ones
(10:55) that actually make the decision and when the door you may not agree but when the door opens and everyone comes out from the staff they all speak the same language it's and it has to be that way which is why the school has been so effective since it was founded so it's just a it's an incredible group of individuals so there's a bar of excellence that uh that the instructors demand well very much so and they're held to it so it's not a hey i'm now an instructor so i can do what i want
(11:26) there is a standard and they have to live up to that standard they have to and i mean every moment of every day uh so if they go someplace if they go from fallon and they come down and do they're called site visits where they come down and they'll come to la moore california which is where the west coast fighter wing is at for the navy and they go around and start flying sorties with the fleet squadrons to kind of pass on some of that knowledge that's that same high level of standard it's they can't just drop your
(11:52) guard because you wear the top gun patch and people know that and they wear light blue shirts so it's pretty easy to identify them when they're out there and you know and then everyone else who's been through the school including them have the patch on their sleeve so there's a standard that's expected when you come out of there so you're a navy pilot for 18 years yes can you briefly tell the story of your career as a pilot yeah um so you know first i was in i was enlisted i was a marine
(12:21) and then the marines actually sent me recommended me to go to

the naval academy uh so it's always better to be lucky than good but i got to go to naval academy and i finished and i've had that dream to fly so when i got selected they've always dreamed of flying yeah since 1969 when i watched neil armstrong walk on the moon um i was at that point i asked my mom i remember watching it i was i was just prior to being five and i said wow yeah it's so cool mom and she said well you know they were all pilots
(12:53) and uh then at that point it was like i'm gonna be a pilot and if you knew me growing up because i was a little bit of a delinquent um people are just like yeah right i used to joke i'm gonna fly i'm gonna fly jets and i'm gonna drop bombs then and if people that knew me was a kid they'd be like yeah and they'd be like not a chance and then when i did i actually had a funny story and i'll get to it and i'll finish my career but i was at my cousin's wedding and uh we all grew up in the same neighborhood
(13:20) uh we kind of that italian side of the family that's how we grew up so it was my house right down the street is my cousin chad and right around the corner with my cousin ray and my aunts and uncles and stuff the guy two doors down from my and i was a paper boy in the neighborhoods they all knew me and uh i went to my cousin's wedding and he and mr race looks at me and he says david fravor i go mr race how are you doing you guys you fly jets top gun and all that i go yes sir i guess i figured he'd be in jail by now
(13:49) um it was kind of a to me it was a little bit of a badge of honor going on you know i kind of overcame that but uh what do you attribute that to so you i've heard you before and just now i'll say that uh it's better be it's better to be lucky than good and you you talk modestly about uh about just being lucky but if you were to describe your trajectory maybe in a way of advice like retrospectively uh how did you pull it off to be like to be truly a special person the easiest way is one never never take no don't let anyone put
(14:28) you down and say you can't do it or those i mean i knew i knew what i was capable of inside you know and if i really believe if you want something and you want to do something then you you can achieve it not in all cases like if i loved basketball and i really wanted to be in the nba there's a realism that says i'm five foot eight and i got like a really short vertical leap but i'm really not that good at basketball it's probably not ever going to happen no matter how hard i try and practice
(14:53) it's just the way it is or for me to be in the nfl i'm not fast you know i'm not that big it's just physically i'm incapable of doing that um but there's things that don't really tie to a true physical ability as far as size and strength but it's it's mental uh and i'm not saying you have to be a genius and super smart to be a fighter pilot matter of fact you don't it really comes down to the ability to think very quickly uh 80 solution is typically good enough because if you overthink it
(15:25) you're you're behind and then in an air-to-air fight that's what happens people try and overthink it and before you know it because it's happening so fast you don't have you can't get to the nth degree you know six decimal places eighty percent solution is good enough you build up a really strong gut for the 80 solution just yeah i'm a big believer in 80 percent solution i love that if you get 80 percent you can go and then you can always adjust which is exactly

what like if you're fighting in bfm
(15:50) the 80 solution is it's like a chess game but it's a really really fast chess game where you go i'm doing this and then i know that if i do a maneuver if he's going to counter it correctly he should do a if he doesn't do a he does some degree less like b c d and then i know how bad his his error is and then i capitalize so my might i don't have to be perfect you know i have to go i need to go to 47 degrees nose high if i just kind of get above 40 then i'm good and i can watch how he reacts and
(16:18) then i can adjust for that and you and you continually work that problem and you chip away because if you start neutral you're just basically chipping away and gaining advantage advantage advantage till eventually you know and if you're really you know fighting you know just guns only rear quarter where you got to get behind the guy kind of world war ii dogfighting type stuff um then it's it's literally it's a it's a very very fast chess game that happens at you know 400 knots 300 knots depends
(16:46) so to get to be one of the rare individuals that uh are able to do that he just had the dream and didn't take no for an answer well you know you know part of it is family you know uh my dad was uh i used to call him a fire ready aim guy you know he'd smack me and then ask me what i did wrong yeah good parenting um back then you know i i joke and and people look because you know at times it was kind of tough you know because he can be pretty demanding but on the other side you know i probably needed to be reined in a little bit at times uh but
(17:21) then everyone else my family you know my mom was really awesome when i was a kid uh my uh my grandfather who is a big big part of it my mom's dad uh who he taught me a lot and you have a question there that we'll talk about uh about him but uh huge huge influence very very positive and a lot of the stuff that i do today and decisions are based on things that he taught me um and uh you know and i figured you know it was the first funeral i ever went to and it was uh it was about three miles long and church
(17:56) was overfilling and people were out he was a beer delivery guy dead serious and you go there someone asked who died the pope um so a lot of people love them so back to back to my career yeah the first question because i'm getting down on rabbit hole uh no i when i was at the i was gonna i was gonna stay in the marines i really wanted to go man i love the core i think it's uh of all services it's that one everything is in a ball and they're very very professional and it was a great great organization to join
(18:24) uh but i went out to the nimitz on my uh freshman cruise after your freshman year at the naval academy you go out on a ship and you you're an enlisted person you get to experience that half when i already was enlisted so it's fine with me because it comes up a lot would you mind saying what the nimitz is what a ship is like yeah so nimitz is uh an aircraft carrier so it's uh four and a half acres of sovereign u.s territory that floats around the u.
(18:48) s oceans does it have weapons on it uh the air wing is really the weapons it does have defensive weapons but for the most part it's a giant moving airport is what it is so i was out there watching the airplanes land and take off and i'm like oh and the squadrons that were out there one of the squadrons was a vf-41 and a 14 squadron

vf-84 an f-14 squadron and then a couple of a6 squadrons and we actually ended up part pairing up and hanging out with some of the a6 pilots and bn's so it was really a neat
(19:17) experience and i said i want to do that and the way to do it was to not to to go in the navy because there are marine squadrons that go out to the aircraft carriers but most of them are land-based you know to support the marines because they're that that unit that whole unit you know the marine corps is that one service has it all and so when i graduated and i got to uh you know i worked hard through primary and that's where you know i knew missy uh we were actually went through together missy cummings uh we went through primary together and
(19:48) then uh i went to kings we all selected the same time i went to kingsville there was another guy scott wiedemeyer uh the three of us so i went to kingsville scott went to beeville and missy went to meridian so the three of us that we had all went through we got we selected out of primary together we all ended up going jets and that's that's how besides from school i knew her at school too the long story i got done uh got winged it took me two years to the day from the time i graduated the naval academy until
(20:14) i got my wings and uh through some luck i ended up getting asics's on the west coast which is a side-by-side bomber so it's a pilot on the left seat and the bombardier navigators on the right seat it was built in the 60s it is all weather and it flies low at night it's got a terrain mapping radar how many i guess is that a good term to use fighter jets as a broad category for for the public yeah that's probably how many fighter jets are side by side like that that was uh in the navy that was the
(20:45) only one the air force the f-111 was a side-by-side but the navy it was the a6 and then there's the ea6b which is a derivative of that and now that those are all gone the a6b's just went away a few years ago and now the e18g growler is the replacement for the a6b there was never a replacement for the a6 that i flew it really became the f-18 which the a6 could go quite a bit further distance wise by fuel than the hornet and uh the horn is the f-18 yeah is there usually two people in the plane but they're usually like in
(21:20) front and behind in a the modern two-seaters yes uh but most of the tactical airplanes in the world today are single seat so you can see just one person one person with the exception of i'll probably someone will yell at me but really with the exception of the f-15e strike eagle and the f-18f super hornet which is the f is a two-seater and the g is also a two-seater but it's more of an electronic attack by say full-up fighter bomber so most of the time that you've flown in your like i said 18-year career
(21:50) is was it two-seater i was about half and half so i started off an a6 was a two-seater then i went to single-seat f-18s and i flew those all the way up until 2000 and let me think 2001 to the end of 2001 and then i shifted over and started flying the super hornets and i've flown both of those the ease and the s but i deployed when i had command of vfa41 i had the two seat they were f squadron so you eventually ended up commanding the the strike fighter squadron i love the the name the black aces what uh is there some parts of that
(22:33) journey that are amazing parts of it that are tough that kind of stand out to me it was one it was a huge honor uh and i got to

serve with uh you know i got pulled up because the the guy who the the people that are exos because we fleet up you go from the number two guy to the number one guy so the exo becomes the ceo so the executive officer becomes the commanding officer so i had worked with uh now soon to be vice admiral weitzel uh was the he was commander whitefield at the time was the exo and he really wanted because he knew there was
(23:05) a little bit of a problem when the super hornets came into lamore lamore had been a single seat fighter community since the forever and now all of a sudden you've got the f-18f coming in which has the weapon systems operators in the back that are not pilots they're weapon systems operators and there's a difference and kenny is a weapon systems operator and uh kenny knew because of my a6 background that i have a switch that i can go one seat 2c1 c2c because when you fly 2c there's a lot of stuff that the pilot
(23:38) will offload and take the advantage of the weapon systems operator and it's not that one plus one equals two in that environment because it really there's a huge amount of capabilities that the single seat has and the autonomy that comes for the ability to make decisions quickly and how well the airplane flies but it does it does equal more than one and i would say that one plus one with two people as well as a minimum of 1.
(24:04) 5 because you've got an extra head you've got extra eyes you've got someone that can monitor systems the airplanes can do two things at once i mean there's an incredible amount of capability that we add when we do that can we just pause on that just for me from like a human factors perspective and also an ai perspective what's how difficult uh so there's like when there's two people there's also a third person that's the ai part there's some level of automation like autopilot maybe
(24:33) that's correct maybe you can kind of talk about the psychology of like you said making decisions really quick 80 how do you deal with another brain working with you and then also the automation is there interesting interplay that you get to learn and also as that change throughout your career i imagine it got gotten better in terms of the automation or perhaps not well i can tell you so that let's say there's a bunch of stars this is no this is this is good this is good and this is i'm enjoying this because
(25:06) now we actually get to talk about something other than a tic tac so um so let's start with the a6 the a6 was really an analog airplane that was built in the 60s all right and there's been studies done on the crew coordination which is the interaction between the pilot and the bombardier navigator so we would fly low at night in the mountains so i was stationed up in whidbey island washington so you've got the cascades and incredible uh amount of time and we would get in the simulators because unlike normally people think terrain following
(25:37) and there's the radars the 111 the b1 has a system like this but it'll the radar can see and it'll fly it basically flies a straight line so it goes up and over mountains and back down and up and over mountains where the a6 was really manual so you do this low-level routes where you're gonna you're gonna fly in the mountains at night you're gonna be at you know 500 to 1000 feet above the ground ripping through like fog layers because you don't need to see outside you're you're literally flying a little tv
(26:02) screen and a radar what are you looking at most of the time so

you just as a screen it's this really primitive if you look at it now what we did you'd think wow that was crazy but it was really fun so is it similar to like the flair stuff is that is no are you is it this thing is totally radar based now the airplane had a flear ball it's a target recognition and multi-sensor it's called a tram um you're looking at like basically like dots of hard objects no actually what it is is the the bombardier navigator had a radar and
(26:31) he was getting raw feed off of a pulse radar in front okay so it's just basically mapping the mountain so if you look at a mountain on a radar and you're coming up on it the front side is going to be it's going to give you a really bright return and on the back side it's just going to be a giant shadow because you can't see on the other side so the bomb of your navigators would do that and we they would have charts and they could shade their charts knowing that hey if we turn a little bit left here we can
(26:54) get in this valley we can sneak up this valley and then go around the back side of the mountain which is what the airplane would do and so and sorry to interrupt i'm going to just keep asking dumb questions i apologize but the pilot can you can you at a high level say what the pilot does versus the bomb bombardier uh so you're you're actually just control i'm flying the jet i have the throttles the stick and i have a uh it's about a probably a four inch or six inch wide by maybe four inches five inches high it looks
(27:25) like it's literally a crt that's how old it is a crt screen and what it would do what the radar would do is the the the bombardier navigator is looking at his radar and he's looking out about 12 and a half miles in front of the airplane so he has the range really scoped down because the radar can see a lot further he's looking at about 12 and a half miles when we're in the terrain mode where we're dodging mountains and stuff and what the pilot has is there's they're called range bins and there's
(27:48) eight of them so the very far range bin is the 12 and a half mile you know and the closest range been it's a thing and it'll be like between like a half a mile and or a quarter mile to three quarters of a mile the next one might be three quarters of a mile to two miles and then it just keeps going out like that so if there's a mountain for let's say we're on a flat plain and there's a mountain out in the distance at 15 miles and we we're just driving right at it so when we get to the point where it
(28:16) hits 12 and a half miles where the radar is going to see it on his scope my 12th my range bin for that would pop up and it would show like a big bump like a mountain and then as i got closer to it the next arrangement would pop up and show it and i could see that that bump was moving towards me and then if i turned a little bit you know to go over here i'd see the mountain go over to the right hand side and i could do that but it wasn't like a video game it was it's literally like if you think of the original ataris yeah
(28:45) but you build up i imagine that you start to get uh a really deep sense of like the actual three 3d environment based on that little atari's it's solid you're exactly right and you have to you have to train so there's been studies a matter of fact a lot of the basis and people probably argue with me but it's true there were studies done watching asics crews in our simulators we called it the wist the weapon systems trainer and it was not even a motion it just

kind of sat there and you just you could fly these things they
(29:14) had terrain that they would inject into the system uh but the crew coordination so you get so my first uh my first fleet bombardier navigator who who i'll name him his name's crusado uh he's uh works at apple uh pretty high up bro mit grad i think computer engineering he's scary smart so chris could really work and matter of fact all the guys that flew us so there's another guy matt who also worked at apple who's now at sap we did our first night traps together the bond between us i mean it's one of
(29:47) those things that you just you're never going to forget but chris and i when we started flying together we were actually the most junior crew in the squadron uh we'd spent a lot of time training and and and chris was amazing at how he could work the system uh one because he was extremely brilliant and he was had that inquisitive mind of oh we could do all these different things and there's all these degradation modes but we spent a lot of time to see how good we could actually get because and it's
(30:15) you almost talk in partial so as the bn is looking at his radar scope chris would say i've got rising terrain that's just what they say showing rising terrain at 12 miles and i'd see the little bump and i'd say got it this is going to go to your question on the autonomy and how you work with two heads yes so when you first get together the interaction it's it's it's almost like you have to rehearse it you have to know and you talk in full senses the more and more we fly together chris could go
(30:48) i'm showing and he'd get like rising out and before he finished i'd say i've got it so you end up starting to talk in partials because i have to trust him like i mean there can be no i can have no doubt that he knows how to do his job because i'm literally looking at this little scope that's not giving me this continuous picture of that mountain moving remember the mountain's here and then it's going to pop up here and then it's going to pop up here because there's gaps in the coverage on how the
(31:15) system was set up remember it's an analog system to where he is telling me like i can't see all the way to the left and he he's got a wider scope on the radar but my screen doesn't show that so he's telling me start a left turn how to avoid a hard turn you know and we would do that so my channel this is all happening quick very quick well you're doing we we would typically fly between 420 and 480 knots of ground 70 miles an hour uh well 427 miles a minute okay or eight months between seven and
(31:45) eight miles a minute is what you're flying as fast at night i mean i broke out of clouds i mean i remember him and i flying we're on it's the ir it's called an ir route uh an instrument route that's low they're all around the country there's ir344 that we used to fly which would coast in off of or you'd fly from the land you go out over the ocean turn around and then you could practice actually coming in on a coastline and we were flying and we ended up in the clouds keep in mind we're between 500 and 1000
(32:12) feet in the mountains and we're in the clouds like you can't see anything and it had to turn off our red lights that flash you know they're called the anti-collision lights because it was reflecting off the clouds and it starts to bother you just gets annoying so i turned it off and we we're flying we're flying we're flying we break out of

that coastal marine layer and poof we break out and it's it's a decent night and this is right by mount st helens this is kind of where we're
(32:34) coming in so we're coming in from the east and we're just north of mount st helens is where the route goes and you look up you know because you can kind of see the silhouette of this mountain that's right next to you but you're flying along you're just like you know you gotta trust and you can see houses you can see the lights they're above you we're literally below people's houses flying down these valleys and stuff so just incredible experience so when you take that and then you move into
(32:54) an f-18f so now we're into modern technology that was actually built in this century uh uh and you're flying so now you know the wizzo is behind us and we're not doing those night low levels but that same type of crew coordination that has to happen because what you're doing is you're sharing the load so most of the communications that go out of the airplane the wizzo does all the talk and he's got actually he uses the feet that's the weapon systems operator in the back of an f-18f
(33:22) so he's going to run well the radar kind of runs itself now but we have a situational awareness display and it's it's linked to all the other errors just like curiosity what's the situational awareness display because that term comes up a lot think of it as uh think of it as a god's eye view so if you have a the back of the super hornet has well the block twos has about an eight by ten display for the wizzos um that they can look at the pilots is smaller it's down between us it's a six
(33:45) by six between his legs and they're they're getting ready to redesign that boeing is but when you look it'd be like if you put your airplane and you're looking down so all the stuff like if your radar seeing bad guys out in front of you be like looking down going oh i'm right here and now there's bad guys out here and my wingman is over here and it shows everything it's just like it gives you you can look at that display and go oh okay i can see where everything's at i can see if one guy's trying to target
(34:09) another guy it shows you all this it's an incredible amount of knowledge that comes up for the crews to maintain uh the the overall picture of what's going on big picture sense of what's going on because it's happening so fast and this is with that autonomy piece this is the third brain so we're all looking at it and the third brain is doing fusion it's pulling stuff together going oh this is all this guy this is this guy this this guy it's sending it out through the link so all the airplanes
(34:35) are talking to each other through this digital network you know that we don't even see it just says that airplane says hey i'm over here and it tells us and we go oh he's right there and then we can go he's his airplane says oh i'm looking at this airplane this bad guy and it shows us oh he's he's over there and he's looking at this guy i mean it's an incredible amount of uh visual intake because your eye you can hear a lot but when you look down at stuff it's uh you know you can
(34:59) solve the picture really quick the third brain is doing the sensor fusion uh the integration of the different sensors and gives you a big picture view what about the control like is there and i apologize as if this is a dumb question but you know people use the

high level term of autopilot how much is there let's use a loose term of ai how much automation is there how much ai is there in helping you control there um the ai piece would be more of a control loop because the digital flight controls so the airplane actually
(35:34) they had to make the airplane easier to fly and when i say easy it's relative because people go i could do it because i did it on flight sim it's real life is a lot different in flight sim you have no apparent fear of death you'll do things in simulator that you would never do in real life but uh the the autonomy in the airplane to allow you to manage i mean because you think about it you've got a radar that's feeding you data you've got a targeting pod that's feeding you data all that stuff is
(35:59) hooked to your head because you've got a joint helmet mounted queuing system on that basically maps the magnetic field in the cockpit so it can tell where your heads at looking so if i turn my head to the right the radar will actually look to the right the targeting flare will look to the right and oh by the way the backseater has a helmet on too so he can look to the left and he can do things so depending on what sensor he's controlling so if he's got control of the targeting pod and he looks left the targeting pod
(36:23) looks left but if i have something where i want to lock a guy up that i don't see that maybe the radar didn't see but i can get over and now point the radar you know get the because it's a it's a phase array radar now it doesn't really scan uh there's there's all kinds of cool stuff that uh that technology uh brings because if you just if you went back 30 years and said hey or 40 years ago and said hey we're gonna have this helmet and you're gonna be able to slew everything to your head
(36:47) and i don't mean a mechanical setup but i mean literally you're just gonna map magnetic resonance and go oh look and then i can i can literally slew my sensors this fast and then mash a button and transfer you know high quality coordinates from a system into a joint you know a jdam which is a joint direct attack munition that is the gps bombs that you see all the time and then let that thing fly and i'm i'm solving this problem in seconds by minutes or hey i got it we're gonna have to menstruate
(37:16) coordinates and you know you bring back the data and then they do all the targeting for it and then they send another group out to get it instead of all that now it's that fast so there's a okay i mean we probably don't have enough time to talk about the beautiful fusion of mines that happens when two people are flying controlling the plane but at a high level this is a really interesting question for people who don't know what they're talking about like me which is what is the difference between
(37:43) a human being and an ai system like what can what is the ceiling of a current ai technology for controlling the plane like how much does the human contribute uh is it possible to have automated flight for example like what is the hardest part about flying that a human does expertly that an ai system cannot in warfare situations in in flying a fighter jet lane so i would say systems are usually black and white when you write the algorithm for an ai system it's it's it's it's really it's basically you're taking
(38:27) thought and turning it into a giant math problem is really what you're doing right so you've got this logical math problem math

problems are there's there's there's a line it says i can or i can't and it's a it's a very finite line you know but you can go up to the line where a human we all have gray areas where we go maybe yeah i'll try it um so he just can operate within that gray so if you took if you take an airplane and say and i'll just take a hornet for a while a super
(38:54) horn it doesn't matter any airplane and you go here is the flight performance model of the airplane so if you know an uh an em diagram is the energy so it basically says the airplane can fly as slow as this it can go as fast as this it can pull this many g's force of gravity you know so one two three four five six seven and then based on the airfoil design and everything else and how it can pull here's how it's going to fly you know because it's really physics based well if you depending on how you write
(39:22) the ai but typically ai you don't want the airplane to leave controlled flight right you want to maintain it so that it is flying in a controlled envelope or there are times and you can go back to world war one where people intentionally departed the airplane from controlled flight in order to obtain an advantage which is that's where the human goes can i do this i know it's outside of where i would normally go but i can do that so you can do some crazy things now especially since the flight control logic
(39:50) in modern airplanes with digital flight controls they're extremely forgiving so you can literally i've done things in super hornets that literally even as a pilot inside the airplane you're just like wow i cannot believe it just did that like it'll flop ends which defies most logic and i guess you know in a way you could probably program it but i still think that when you get to the edges that may or may not give you an advantage um there are things that a human can will do that ai won't and i don't think we've
(40:24) got to the point because how do you how do you map illogical solutions you know most ai is logical it's based on some type of premise when you write the algorithm to control it um there's bounds yeah there's this giant mess like you said the difference between the simulator and real life also gets at that somehow that there is uh somehow the the fear of death all of that beautiful mess comes into play like is there a comment you can make on commercial flight like with sully landing uh that plane famously uh versus the
(41:01) simulator all of those discussions is there some well it's it's very it's very similar what i was talking about earlier with the a6 so one is when you're flying with a crew uh their standardization so you gotta remember when sully flew when his first officer that's the co-pilot showed up you know first time they met and this happens all the time in the commercial world you know there's six seven thousand pilots at united airlines you know your chance of flying with the same guy all the time is slim
(41:27) and none we're in the navy we were crude so i had a primary and a secondary wizzo that flew with me for a while for months oh hell yeah for like all of the deployment so because you want to use you have to trust all of those things it increases the capability airplane it's not to say we can't swap out but for true effectiveness especially in very complex missions like a forward air controller we're in the air actually controlling ground assets and supporting ground troops if you're in a high threat area which is

(41:59) crazy busy you have to you have to be melded when you do that you have to have trained to do that job otherwise you're going to be ineffective so when you get to the commercial world and i've got tons of friends at fly commercial there is a standardization like we know that at this point i'm going to put this switch you're going to do that and everyone they know their rules captain's going to do this first officer's going to do this and they know that when the emergency breaks out so in sully's case
(42:26) when they take the birds and they know they've got a problem and if you've listened to the cockpit recordings of him the two of them talking you know you gotta remember they're talking to each other when you hear the full tapes but they're also talking to the air traffic controllers in the new york area and it's like we got a bird strike and the first officer already knows hey silence the alarm they silence the alarm the first officer is pulling out the book he's going through the procedures
(42:49) while sully's actually flying the airplane knowing that they've lost their motors and you got to think his decision process like they're trying to get him to go into an airport into new jersey and he realizes not happening we're going to put this thing and he made a decision soon enough so that he could prepare everyone on the airplane that he was going to put this thing in the hudson river and he did it flawlessly i mean every single person walked away from that wreck the only thing that didn't survive
(43:11) was the airplane you know and it got fished out of the hudson but um what is it about those human decisions he had to make is that something you put into words or is that just deep down some instinct that you develop as a pilot over time it's when we when you train uh you know an aviation is a self-cleaning oven so if you make bad decisions you're you know and the list is long and distinguished of those who have died by making bad decisions oh man um so when you look at what he did or the way we train because the the
(43:40) commercial industry and the navy and the air force for all that we have what's called we have emergency procedures that we have to know like engines on fire the first three steps you just have to know what they are right so they know the airline uh same type you know they go hey i know this is they pull the book out because the airplanes are designed they're built to have some time but there's a point where you have to make a decision and you can't second-guess it so when he decided i'm putting this in the hudson river
(44:06) he couldn't all of a sudden halfway through it go well maybe i can get over to that airport he he looked he made a quick assessment this is that 80 solution where you go these are not i'm you know it's like a multiple choice test when you go oh my god i don't really know the answer but i know a and d are wrong yeah gone so the jersey airport and going back to laguardia gone yeah so what's my next option well the hudson river's there and that's probably looking pretty good or what is my other
(44:32) one can i get a restart on the the motors and then if i can get a restart now can i take it someplace else he had to make really really fast decisions and then once they as they they go that 80 solution you realize all right i'm going into the hudson there's the 80 percent get the book out let's see if we can get an error star because if you listen to the tapes they're trying to get it air

started the closer he gets to the water the more he's going i'm ditching the airplane so the original decision to this is my
(44:58) best option right now this is where i'm going and you start eliminating anything that could possibly change the events which they tried to do and then he gets to that last minute says we're going in the water they change the plan they secure the airplane they do exactly what they're doing and he does that basically flawless landing on the on the hudson but you got to remember every s it's every six months for commercial they go back and they do research in the airplane in the simulator where they train to
(45:26) the airplane being broken you just lost a motor you just lost another motor so they go through this extensive training you know and all these and it's you know you know we used to refer to it in the navy as the pain cave where you're gonna get in because you know that when you get in for your check ride in a simulator that the airplane is going to break you're going to lose hydra and it's sometimes there a problem like oh i just lost this hydraulic system but i'm having an issue on the other motor well
(45:49) if i shut down this motor and i've got a hydraulics you know because there's two hydraulic systems one on each motor well if i've got an issue with the left motor hydraulic system and my right motor is starting to give me indications do i want to shut the right motor down because that's going to kill my hydraulic system that's good and now i'm flying on a good motor with a bad hydraulic system and without hydraulics the airplane won't fly so they it's a really they're challenging
(46:10) problems that you have to think through in real time and of course the weather's never good it's always dark it's always crappy you're going to break out it i mean it's just all this stuff gets compiled on top of you and it's intended to increase the level of stress because when things happen like in sully's case we like to joke it's going to stem power you know where the functional part of your brain shuts down and you are literally on instinct like an animal well if you've trained so much that that
(46:38) is the instinctive reaction that you're going to have when the main part of your your your cognitive abilities start to shut down your you're running that instinct is ingrained so much into you that you know exactly what to do and that's literally how it happens so there's no how do i put it fear of death like in sully's case do you think he was at all ever thinking about the fact if his decision is wrong a lot of people are going to die you know i can't speak for him but i would say there was so much going on in
(47:09) the cockpit in that time his his mindset was probably i can do this i'm trained i'm going to do the procedures i've practiced this before i've done these things and you know i'm assuming that in his mindset because i never thought about when things were really bad you know if you're having problems with the airplane that you know that i was going to mort you know and and planted into the ground it was always you know maybe it's an ego thing where you think i can do this i mean so you never have you experienced fear
(47:38) during flight like um i mean one one way who just offline mentioning mike tyson he talked about like uh as he's uh walking up to the ring he's like he starts out basically in fear and uh yeah worried about how things are going to go i mean it's purely to put in towards

his fear but as he gets closer and closer to the ring is the confidence grows and grows until the ego basically takes over to where you think there's no way anybody could uh defeat me so like that's that's his experience of
(48:18) overcoming fear but do you uh did you experience any kind of thing like that or is that or do you just go to the part of the brain that goes to the training and then you just go to the instinctual 80 solution i wouldn't say i was never afraid i think that would be i can't i couldn't tell you that anyone i know that wasn't afraid at one time and for most of us especially navy carrier pilots it's just it's it's usually especially when you're new and you got to go out and it's nighttime
(48:46) and there's no moon and the weather sucks and the deck's moving you know the ship's going up and down because it will scare lover living shit out of you can i say that you can definitely say that so it's about landing or take off that that is if you even they used to wire people up they did it during vietnam you know guys that go flying missions you know when they were flying low and crazy stuff was going on and people were getting shot down a lot uh the highest the highest anxiety and heart rates were
(49:12) coming back to land on board an aircraft carrier how hard is it to land on that it seems impossible like for for a civilian i guess like me it just seems crazy that a human can do that the problem with night is and there's different degrees of night just like day i mean there's the clear full moon night you know where it's like oh yeah you know this is not that bad but you gotta remember at night i think everyone can associate with you're driving in your car and it's just a it's it's an
(49:41) overcast dark night and you're on a country road with no side lights most people have a tendency to slow down just by nature of oh my god because you what you'll do is you'll out drive your headlights because it is so dark you know you can get outside you get outside the city and get up into new hampshire especially when the roads are curving you know and the lines probably aren't that good it's you know now take that and multiply it by like a million because you have no depth perception uh
(50:10) what you think is fixed the runway is actually moving up and down and left to right yeah oh and when it's really bad you can actually see it move and uh we have two systems uh you know there was a there's an automatic system that's actually uh it stabilizes with the inertials on the ship and then there's the ils now civilian pilots will tell you that ils is a precision approach which gives you azimuth and glide slope you know you come down it's like a plus on the carrier it's not it's really just
(50:40) a beam that goes out and it's considered a non-precision approach it's it's not stabilized at all that and i've been where you can actually watch the needle and the and the attack hand needle will move there's all kinds of stuff moving because the base that it's all sitting on is doing this and ships don't just go up and down they they do this so the bow goes up and down and the tail like you normally see a ship and then there's so that's pitch and then it has roll so it's doing this and then it has heave
(51:04) so the whole boat is going up and down while it's pitching and rolling and you're gonna land on that um so and it's i mean i remember

landing as i was with chris uh sado and uh chris and i we're off the uss ranger which is now decommissioned it's sitting getting turned into razor blades um we're flying the old a6 and we come in and it was off of san diego and it was just an ugly night because san diego always has a marine layer that is about 1200 feet was lower than that that night and it was pouring down rain it was an
(51:33) el nino year and there's thunderstorms all around it was just the craziest night i've ever seen out of san diego and i remember landing and your adrenaline is so high that you're shaking i mean you literally can't stop and we had spun around out of the landing area and we parked we caught the six-pack so it's right in front of the island so if you see an aircraft carrier of the island and the number of the ship on it we're sitting right in front of that and we're looking at the landing area so it's like
(51:55) you get front row seats to the concert and and this this this ea 6b comes in you know ugly pass he ends up catching a one wire which is the first one you never want to catch the first one which means you were not really high above the back of the ship when you landed and it comes in and the exhaust on an ea 6 or an a6 actually points kind of down and it blows and it's blowing all the standing water on the aircraft that's how hard it's raining and you literally could not see a cross i mean i could see
(52:23) the front of my airplane his airplane and then it was just white because of the water being blown off the deck and i'm shaking and i i i'll never forget i looked over at chris and i said oh my god i go hey dude man ten thousand foot runway looks really good right now and i go and i'm shaking my hands like this and i said i'm not even this is i'm not faking this dude i know that's literally i cannot stop shaking i said that scared the evil out of me yeah um but you but it scares you afterwards
(52:49) you don't during it you're not i'm not you don't have time to think about that you're doing it you got to do this you know kind of the quote from tom hanks and uh what's that the girls baseball movie where he goes there's no crying in baseball oh yeah that's our joke there's no crying in naval aviation i said you can fly around and cry all you want at night but you know there's only one pilot in those airplanes and you got to land it so you try all you want wipe the tears away
(53:12) you know putting on your big kid pants and it's it's time to it's time to you know man up and land atlanta jet sorry for the romantic question but going back to the the kid that dreamed to fly what's it like to fly an airplane what it looks incredible like as a human like a descendant of vape i sit here on land and look up at you guys it seems incredible that a human being can do that you know people ask you know i'll be sitting around with my friends and they're like how was i said the greatest job on the planet i said
(53:48) you know you it's it's an office with a view because you're sitting in a glass um you you can do uh you know it's like roller coasters you go oh it does all these cool stuff so we take people flying every once awhile and it's like oh yeah i like roller coasters like you know take any roller coaster the coolest roller coaster you've ever been on and multiply it by a thousand i said it's an experience uh you know to put your body under you know you know the jets rated at seven and a half but it'll pull up to 8.1 before it

(54:18) over stresses depends on fuel weight so i mean you routinely get up there towards eight g's um to be able to do that to your body i mean it takes a toll like i can't really turn my head real good anymore and and stuff like that but uh would i trade it i mean it was a childhood dream and how many people get to do that you know professional i want to be a nfl you know and you end up to the nfl which is a very small percentage but well i want to fly jets and and to fly you know at the time when i was flying
(54:46) the super hornets that we had on our squadron were brand new like literally right out of the factory i'd come off our first super hornet cruise we had went to the boeing factory in st louis where they were building my new jets that i was going to get and i actually signed the inside of one of the wings while they were putting it together so i'm meeting the people that are putting the jet together that's going to get delivered to me in a couple of months that i'm going to fly so uh just i mean the whole of it
(55:09) is it's incredible i i it's i'll tell you what when i left when i decided to walk away uh yeah did i miss it i told myself i wouldn't i promised myself that you know once you get through your o5 command your flying really starts to tag to come down you know even if you and you're an airwing commander which is we call them cag carrier group commander you're not flying as much as like the normal pilots nor should you be i mean there's young people that are coming up and it's training your relief because that's the
(55:39) next generation so like currently i have friends of mine that we serve together their kids are flying super hornets right so to me that's really neat because i watched them when they were little and now you know one of them who was good friends uh is i won't get his last name but joey who lived down the street from us is a top was a top gun instructor and i'm like hey joey's joe's a top gun you know and i'm like that's cool because you know i went there and i knew him he would come down to my house and
(56:09) now to see these kids that are because typically military breeds military you know because the kids grew up in it i mean and i the only reason that my son is not doing it is he's colorblind so it it disqualifies you for being a pilot being a seal because he he talked about doing that because he's an incredible swimmer and he likes doing that stuff and water polo player but he's you know both my kids are well my daughter is a doctor and my son's in his third year so but there's a i suppose i mean from my perspective a
(56:39) bittersweet handover of this incredible experience of flying to the younger generation so you don't you told yourself you're not going to miss it you miss it uh there are days i do when i hear jets like if i'm around a base or a jet flies over but i have all the memories so i can look at it and go it can't go on forever you know tom brady can't play football there's going to come a time where he has to stop he seems to have done it for a long time but you know typically when you look at ego i had the
(57:11) opportunity and i think as automation moves on especially with ai that you know when will when will the last manned fighter be built you know and that's that big question you know we just did f-35 it's over budget it's seven years late there's all kinds of issues when we try and do it and then you look at some of the new stuff that's coming out that the air force is working on with smaller cheaper uh

attributable platforms that you can go oh we can because if you don't put a man in the box or a person because there's a
(57:43) lot of incredibly talented women that do this too um so i'll just say that as person yeah so we say man and he we mean both men and women because offline you've told me about a lot of incredible women that flown so i had i had three three female actually four one of them didn't fly anymore she actually lives right around here she she's uh she ended up going into aircraft maintenance when she couldn't fly anymore uh one of the girls who everyone knows is incredibly she's one of the most gifted people i've
(58:15) ever met in my life she is the vice president of amazon air you can see her on tv her name is sarah incredible and then i had uh paige who ended up taking command uh she got out of fighters and went into other platforms and she was a commanding officer and then the other one is a teacher's leadership and she is all three of them actually all four of the women that were direct uh i'm not forgetting i don't think i'm forgetting someone uh incredibly incredibly talented uh and a great addition to the reading room so
(58:46) anyone who gets into the oh you know women can't do it that's all total horse crap you know we can talk about the original integration and stuff which was not done well by the military nor the navy so women can fly as good as the guys yeah you can't tell if you pass another airplane you can't tell if there's a man or woman in it it really comes down to uh stick and throttle the ability to extrapolate where the vehicle is going to be where the airplane would be if you're fighting another one
(59:14) you have to be able to think fast anyone has those characteristics uh can do it and then i think most important besides that there has to be a desire yeah and i'm not saying that everyone if you took because we used to track so when i ran we call it the rag it's the replacement air group it's where so the the super hornet training squadron there's two of them there's one on the east coast 106 and there's one on the west coast which is vfa 122.
(59:36) 122 is the first one so i ended up going there and i ended up being the operations officer and training officer okay so we tracked the last hundred students right so everyone goes ah it's funny to hear students talk because oh he's awesome he's super if you took the hundred there's three at the top of the list that are just naturally gifted aviators they're well well well above average it's like the person in a math class that sits down in complex math and they just get it you know at the
(1:00:04) bottom there's the three at the bottom that are gonna struggle and there's a good chance they won't get out and if they do get out they're gonna have to work really hard to just maintain kind of average sometimes it's just the way your mind works not everyone is good at everything if you took the 94 of them in the middle they're within one mean deviation of you know it's there they're all you know it's a the bell curve doesn't look real good it's just a big hump and it comes back
(1:00:28) down and everyone's right there within one mean deviation and then you have the outliers usually not on the high side because they're going to get through but the outliers on the low side that don't make it through so for the most part the navy does a really good job as does the air force of screening so now what they do when i went

you just showed up and you started now what you do is you actually go fly uh piper warriors low wing to see can you are you adaptable to this and there's an evaluation that goes
(1:00:55) through and then if you hit a certain mark then you're good to go and then they put you into primary it's kind of like a it's like a pre-check you know like the preset the pre-sat to go hey how am i going to do on the sat it's it's very similar to that but it's more of a hand skill can you adapt because although we live in three dimensions like this table is not you know we this is you know this is all has depth with all that uh where it's really relative to aviation we are two-dimensional
(1:01:21) very two-dimensional can you explain that so our perception is actually more limited than the than that of an aviator very much and here's why yeah so we look at uh let's look at a tall building let's look at one world trade center in new york because that's everyone knows what it looks like big tall building um it's what maybe 1800 feet tall even the burjal dubai which is like what 20 700 feet tall it's not that big so a super hornet to do a what a split s is which is i'm flying i'm just going to roll the
(1:01:52) airplane upside down and then i'm going to do basically a c the letter c i'm going to go in the top and out the bottom so and i'm just basically a vertical displacement of the airplane so i'm going from high to low it's very very tight and it doesn't in about roughly about 2 500 feet give or take a little so you go that is that is a really tight vertical turn yeah for example the a6 in order to do that was about 9 000 feet and we look at a building that's 2000 feet high and think that is
(1:02:20) tall right all right so in an aviation sense when you're starting to do vertical displacement maneuvers going from 35 000 feet down to 20 000 feet in a matter of seconds and maneuvering the airplane because the human brain thinks we really are we like to be flat i see we think 2d so if i'm fighting how you really get an advantage when you're fighting another airplane is to work in the vertical because most people will do like one move in the vertical and then they want to start to flatten out because that's
(1:02:47) where we're comfortable yeah it's very profound do you still think in like stacks of 2d layers or no or do you do you truly start to think in that third dimension like the rich 3d world of uh like a fighting like do you start to actually be able to really experience the 3d nature you do because you have to project where you're going to be so you have to know the performance of the airplane knowing that hey if i do this maneuver that i am going to go it's it's kind of like when i when i talk about when we were chasing the tic
(1:03:19) tac so the tic tac's coming up and i'm in about you know and i've been doing this for at the time 16 years so i'm looking and i'm going hey i'm here he's there on the other side of the circle i'm going to do a vertical displacement i'm going to go like this i'm going to cut across a circle and i'm not going to him i'm going out in front of him i'm going over here because i know that by the time i get through this maneuver that's where he's going to be and i'm trying to you know
(1:03:39) basically join up on him but i also i also had to look at it to go do i have enough altitude to do this because what i didn't if we're here and i do this i'm going to end up over here and he's going

to be above me and then you know i have to get that energy back to get up to him and when you're doing a max performance it's a trade so you have this is this is really important when you're when you're fighting airplanes and you're really max performing so when you go to an air
(1:04:02) show and you see the air demo he's literally playing with it he's got a finite amount of energy right he can add some with the motors and stuff but you're what you're really doing is it's a trade-off and you can trade off kinetic energy speed for altitude which gives you potential energy the other piece is is i can trade some of that kinetic energy for performance because i know if i do a nice easy turn the airplane will make it what doesn't bleed energy but i know if i do a real tight that 2500 foot split s
(1:04:29) that it's going to cost me energy so if i enter the split s at 200 knots and i do it right i'm going to come out at the bottom at probably 200 knots although i lost 2500 feet of potential energy i converted that to that to kinetic and that kinetic was transitioned and bled off the wings in order for me to get that high performance turn and you have to constantly evaluate where you're at and it's your overall energy package so you can have a guy that's behind you that looks like he's going to kill you
(1:04:55) but if this jet is at 400 knots and this jet is at 110 knots this jet's just going to pull away drive around and kill him in about 30 seconds right it's it's overall energy package and that's that you've got to be constantly evaluating where you're at and this is that 80 solution can i afford to do this or not yes no and you have literally a split second to make the decision the most incredible dance of human decision making is just incredible i know a million people want me to talk about tic tac and
(1:05:21) i i definitely will but let me ask the one last uh ridiculous uh uh subjective question what's the greatest plane ever made in you don't history to like from pure speed i would say sr-71 i think it's an engineering marvel that was actually developed in the 50s by kelly johnson you know skunk works for what that was able to do and when you get into history of it you know how they actually built uh the cia actually made like six companies in order to buy the titanium from russia to bring it back and build an airplane
(1:05:56) out of titanium that we would fly over russia to me that's it's an incredible engineering marvel i think that like the x-15 you know by the way this sr sorry to interrupt sr-71 still holds the the speed record for of any plane as far as i can understand yeah what's funny when you get into it is it's remember fast is relative and when i say that i mean so if you're going 3 000 miles an hour 100 feet above the ground you're going 3 000 miles an hour through you know that's how fast you're
(1:06:29) going when you get up to altitude there's an indicated airspeed and there's a you know your ground speed so your indicated airspeed is really how fast the air is going past your airplane well the air is so thin up there you may only be showing like 300 knots but at 300 knots you're really doing 2500 miles an hour over the ground so you know like we would take the airplanes up to 50 000 feet when we had to do full the maintenance check flights on them so when you're doing 200 you know and you know some mod notch
(1:06:59) it's actually slow for the airplane it's you know you're getting you know it's kind of like it's not you know there's

maneuvering speeds you know that if i hit a certain speed and a super hornet that i have the full capability of the airfoil if i'm below that speed i'm going to stall the airfoil before i get to the maximum g okay so when you look at something like that you go is it really going fast and when you look at an sr 71 that's flying upwards of you know 70 plus thousand feet the air so thin
(1:07:26) you know just like the x15 you can get to a much higher speed but the relative speed of the air going over you is actually relatively low so the stresses on the airframe are not like they would be if you were down low but because you're going fast to get enough air over your ketostatic system to show that you're going 300 knots you're you're screaming i mean the fastest i ever got was i was with the uh well soon to be vice admiral white so we had taken a check flight and uh and i got it up to 1.78 i got a super
(1:07:54) horn up to mach 1.78 and it was and we were started by pebble beach too and then it what's that feel like or is it when you get that fast it start to me it got a little bit weird because you realize in your brain and i did that there's no out if something happens i can't eject the ejection would kill me isn't that kind of liberating in a way um or no that okay maybe not i always want to push the limit you know it's like how fast i could have got it going faster it was it was literally still accelerating when i stopped but i had it
(1:08:23) was fuel limited and space limited because i you know i'm off the coast of california big sur and i'm going and i can see pebble beach out in the distance uh you know the whole monterey peninsula just going and you're doing almost 18 miles a minute i mean you're screaming yeah i mean that's and then you have to turn well the airplane didn't have anything on it it was a slicked-off super hornet so it was basically just the airplane no pylons no pods no nothing and then we had to get it turned around
(1:08:49) because we got to go to the exit point for the area and i'm trying to get it down below to subsonic and there's a bunch of things that are disabled like the speed brakes that normally we pop out when you're going that fast they don't because the super hornet really doesn't have speed brakes it deforms the flight controls they don't function so you really you're trying to maneuver and when you're going that fast you can't turn because a 7g turn at 1.5 mach is a pretty big turn
(1:09:14) um so it's just it's crazy it's incredible that a human can do this yes uh human can engineer that the system which allows another human to control that system it's to me it's it's uh i think it's just it's one it's a great experience was it sad to see the sr-71 go i think it was during your career i mean do you do you guys romanticize the different planes um we would see it flying when i was flying hornets because we i the west coast flies in it's called r2508 which is covers the
(1:09:45) navy china lake area and edwards it's a huge area it's it's actually i think the we had a guy from switzerland come out because they were they had hornets and he's like this is bigger than our whole country because it's a pretty big area in california that you fly but you would see the sr-71s they had a loop because nasa was flying them out of palmdale and they would take off and they'd go up towards washington state and montana and they do a loop and so you'd see them coming back down they'd

(1:10:07) descend out of you know above 60 000 you'd see them you they get contrails you know the white lines behind airplanes they'd come down and hit the tanker and they'd go back up so it was cool to be able to see them in my lifetime flying uh but uh you know i think with money age um the advent of satellites you know because they're everywhere now i mean you've got commercial companies putting satellites up uh how much of that need was really there because you gotta remember when those things started in the 50s sputnik
(1:10:35) wasn't flying around you know it was it was the u2 and the sr-71 that were out there doing that work um so at the time it was needed it was at the if you think about it really it was an incredible feat of aviation for that time yeah i mean literally we have yet to pass that and you also ask well is there a need to pass that i go i don't know we got stuff in space so do we need to make an airplane that goes that fast i think the next one is you get into the hypersonics where you don't have to put a person in it does all kinds of crazy
(1:11:02) stuff you know the work with automation all that kind of stuff yeah so one of the reasons i wanted to talk to you is you happen to be one of at least in my view one of the most credible witnesses in history of somebody who's uh witnessed a ufo literally an identified flying object and not only witnessed but got to how do you put it like chase it essentially chased it so let me just lay out i think it's easier than you telling the story maybe me and my dumb simpleton waste trying to explain the stories i understand it and
(1:11:41) then maybe you can correct me so on uh november 10 2004 the uss princeton which is one of the the carriers that's cruiser it's a it's a cruiser it's a cruiser so you can't land on the uh no helicopter has a helicopter pad on the back gotcha and it has weapons on it okay gotcha it shoots the missiles up but it has a nice radar just that incredible spy one system phased array four panels so looks in quadrants perfect so they they started noticing on november 10th that there is a few objects flying
(1:12:16) around at 28 000 feet with speed of uh with what's i guess is considered a low speed of 120 miles an hour i don't know what that in knots but uh out on the coast of california so and they kept detecting these objects for just about a week then comes in like your part of the story which is on november 14th from the i guess it's from the uss nimitz i you flew and witnessed a 40 foot long white tic-tac-shaped object with no wings flying in ways you've never thought possible and in some interview somewhere you said
(1:12:59) i think it was not from this world so there's a mysterious aspect to this object this entire situation uh there's videos involved the video of a flare forward looking infrared receiver receiver there's also a visible light so you can switch yeah i mean tv mode as a tv mode so that gives you visible light and then it has ir mode and uh chad underwood recorded that video so and those are the videos that were released by the pentagon later one of the three videos the two other videos uh go fast and gimbal
(1:13:40) were recorded in 2000 something 14-15 uh on the east coast of the united states they had different kinds of objects but they were weird in the same kind of way in terms of at least the videos and the experiences that people have described were similar in in the degree of weirdness but uh the differences is actually on the the east coast

of 2014 case very few people have spoken about it and even in your situation very few people have spoken about it so there's a mystery to it but it's in some sense this is a quite
(1:14:22) simple story without much resolution to the mystery and it's fascinating and there's a lot of opinions there's division of opinions because uh it's a mysterious i mean it truly is a ufo in the sense that uh uap uh what is it i i unidentified aerial phenomena so can you maybe correct me on any of the things i've gotten wrong elaborate on some key things and describe that experience in general so here's what i know so yeah we went out uh on our mission to go train uh and they canceled the mission
(1:15:03) and they set us down there's all kinds of rumors out here there's all kinds of after this has come out so originally it was the four of us there's two jets two people in each jet their f-18s okay there is no video from our event it was all four sets of eyeballs staring at this thing and then when we came back and told it when chad and his pilot took off that's when chad got the video of it and we're like that's it that's exactly that's it and um so when you say eyeballs you mean
(1:15:31) literally your eyes are seeing a thing yeah so so as we're flying out we get we get vectored they come up and tell us hey we're gonna cancel training this is the uss princeton so this is the siege's cruiser so we're talking to one controller um who is like hey sir first you ask what ordinance we have on board and i laugh because we don't carry live ordinance in training typically because batch stuff happens usually someone forgets to put a switch on and then the missile comes off and hits a good airplane and
(1:15:56) it's not good so we had what's called a catom9 which is really just a blue tube with the aim 9 seeker on the front of it which is an ir missile so there's only two ways to get it off you can beat it off with a sledgehammer you can take this thing and so you put a wrench in and it unlocks the lugs and pulls the lugs back in that hold it on when it really fires the impulse from the engine actually throws the lugs forward and breaks that release and it comes off down the rail that's how it works so they said hey
(1:16:22) well we have real world tasking so as we're going out my wingmen the other pilot she maneuvers the airplane to the left-hand side of me so she's kind of stepped up like this and i'll use your mic box to start since we're going out they're calling ranges they're called bra calls bearing range in altitude and they're telling us hey it's at 40 miles or 50 miles and 40 miles and 30 miles so they're saying hey 270 30 20 000.
(1:16:50) that's all i say so we got our radars we had we had mechanically scanned radars at the time apg-73 good piece of gear apg-79 new one's way better but anyway and i apologize if i interrupt the story uh hopefully it's useful but they're telling you a location of a thing that you should look at yep they're telling us they have a contact on their radar they don't know what it is they just have a blip they have a little blip well they've been watching these things and what he told me is they had been looking at these things as
(1:17:15) we're driving i said sir we've been tracking these things for about two weeks that's we had been at sea for two weeks because this is the first time we've had planes airborne we want you to go see what these are gotcha so they kind of interrupt the mission to say

check it out so we start driving out there and uh as we get down to he's going you know 20 miles 15 miles 10 miles and then you get to a point where they call merge plot which means we are inside of the resolution cell of the radar because radars don't see
(1:17:41) everything they're so they have a range and they have an azimuth resolution right so and it's basically think of a little cube so they can and the whole sky is made of all these little cubes and they're looking so if you're inside a cube with something and you're both inside the same little cube then the radar can only see one thing does that make sense yeah yeah so they call merge plot when we say merge plot to us it means he's right around something's around you get your head out so we're
(1:18:06) not looking at radar scopes anymore and the wizards the wizards can look but everyone it's heads out when they say merge plot you're done looking at your displays inside you're doing this and you're trying to find it so as we look out to the right and you look high and low because he could be anywhere from the surface all the way up now keep in mind the ship is like probably 60 miles away so it can't see the surface and you can do your standard radar horizon calculation and go hey it's the
(1:18:30) the thing is 40 feet off the water the panel can he really see you know there are radars that can see around the curve but let's just say that it can't at this time so you go is it you know where's it at so as we're looking around we see now this is a it's a clear day there's no clouds and there's no white caps it's just a calm it's actually a perfect day if you owned a sailboat it was that five to ten knots of wind and you just want to kind of go out there and you're not going to get
(1:18:59) beat up and have white water coming it was the perfect date on a sailboat how many miles out do you see like seven like you see just it's a clear day it's 50 it's unrestricted visibility you can see literally all the way to horizon it's just clear it's nothing and we're basically off the coast if you look at a map and you go san diego and then inside of mexico we're kind of in between that and we're probably about by the time this all hits we're price i don't know eighty hundred i don't know
(1:19:26) but somewhere out it's pretty far off the coast perfect from 20 000 feet you'd be amazed you can do the calculation you can see stuff you know you'll see land 50 miles away you can see you know and when you're looking at a continent it's really easy to see you're not looking at an island i mean you're looking at mexico and you can see on the white gaps in the water if there is any oh yeah they're easy yeah for us we look at it because we know if it's natural wind or so if it's a really white cap windy day
(1:19:51) then the ships just kind of barely be moving when we land on it it makes it actually easier if the ship has to move where it's got a big weight because it has to make its own wind when we land which is the day that it was this day you go oh okay and it creates what's called we call the verbal but when the air flows across the flight deck it drops behind the ship you know and then it kicks back up so when you're coming board to land it's going to make you go up a little bit and then you're
(1:20:12) going to fall and you've got to con you've got to anticipate that to stand glideslope so we're pretty we're pretty conscious of

what's going on out there with the waves and the wind so we look there's no waves there's no wind there's no white caps and we look down and we see white water so if you put if you put a piece of land a sea mount below the surface like you know even 20 feet below the surface that's big enough as the waves come in you know waves have height and length
(1:20:39) when they come in that's what happens on the shore when a wave comes in it hits and then it starts to collapse and it pushes the wave height up because it can't go anymore and then it breaks the top and yeah and that's where you get the white so what happens is at sea when you get a sea mount you'll see stuff come in the wave will crash and you'll get white water you can go out when it's high tide in any one of the coasts you can go out here off of boston and go hey at low tide i can see those rocks and at high
(1:21:03) tide i can't see the rocks are covered but there will be white water around those rocks you'll be able to tell there's something underneath the surface does that make sense yep so that's what it was we see we don't see an object because there's all kinds of oh they saw this they saw another craft below the way we didn't see anything below the water we just saw white water but the white water and i like to shape it you can say it was across i say it's about the size of a 737 so it looks like if you took a
(1:21:24) 737 put it about 15 20 feet below the water so the waves breaking over the top and you're going to get white water where the plane is at you'd see this this kind of shape so it looks like a cross so as we're looking down off the right side the back seater in the other airplane jim says this is that talking in parcels again he says hey skipper do you and that's about what he gets out of his mouth and i go what the hell is that in a nice do you see that essentially so we see the white water and that's
(1:21:50) what draws our eyes down or otherwise we'd have never seen it so we see this i would love to see the look on your face when you see that and then we see this little white tic tac because we're about 20 000 feet above it and it's doing it's going basically north south and then east west north and so it's abrupt it's very abrupt so it's not uh like a helicopter if a helicopter is going sideways and it goes once it's going sideways left and it goes right what it'll do is it'll go it's got a speed
(1:22:15) it slows down because there's inertia yeah and it stops and then it goes back the other way this thing's not it's like left right left right with no so moving in ways that doesn't doesn't feel intuitive to you at all of the things you've seen in the past so as a pilot the first thing you think is it's a helicopter right right so you go oh what is because when we see it's moving we're like oh helicopter so the first thing you look for to see if it's a helicopter when they're doing
(1:22:39) that because usually when they get down there towards that 50 feet you'll get rotor wash you see it in the movies when the helicopter's by the water it kicks the water comes up besides because the downdraft you know like a thunderstorm will do that it pushes the air down and then it has to come out the sides so you see it and you go well there's no there's no rotor wash what is that thing so by this time we're driving around so as we're if we were at the six o'clock we're driving around towards that nine

(1:23:02) o'clock position and we're just watching this thing and it's just it's still pointing north-south and it's going left-right and it's kind of moving around the object and if it had if i had to say it biased itself it was biased towards the bottom half so if you've got the east-west and then the north-south kind of across it's hanging out on the southern thing that's hanging out it's just kind of moving around up down left and it's crossing over it it's going up just kind
(1:23:22) of so now we're like what the hell is that so then i go hey i'm gonna go check it out and the other pilot says i'm gonna stay up here and i said yeah stay up high because now we get we get a different perspective so she's up here and i'm down here as i'm descending she can watch because right now all i'm watching is the tic tac she can watch me and the tic tac so she gets a god's eye view of everything that's going on which is really important you can you'll hear people say
(1:23:49) it's high cover whatever she's watching me which is it's perfect as the story goes on because it it gives us two perspectives you know of a perspective that's about 8 000 feet above us when that thing disappears and they don't you know because if it's just like oh i lost it and they go no it's over to the right we can still see it we all lost it at the same time so as we come down we get to about 12 o'clock and i'm descending it's an easy descent i'm doing about 300 knots
(1:24:12) which is a really good air speed for the airplane for maneuvering because i have i have everything available to me at that speed so i'm coming down and as i get to 12 o'clock as the tic takes doing this it literally it's like it's aware of us and it just goes blue and it kind of points out towards the west and starts coming up so now it's obviously knows that we're there whatever this thing is and knows over there so as we drive around it's coming up and i'm just coming down we're just
(1:24:36) i'm just watching it now you remember this whole thing is like this is like five minutes this is not like we saw it it was gone or oh i saw lights in the sky and they were gone we watched this thing on a crystal clear day with four trained observers watch this thing fly around so we're like okay so i get over to the eight o'clock position and i'm a little i'm a couple thousand feet above it and it's about so i'm probably at about 15k i think it is i think that's my story's about 15. it's
(1:25:01) just estimating so you can see it's just really easy to set because so what's 15k 15 000 feet i thought it was 8 000 uh the the other airplane ends up about yeah okay so they're still about twenty thousand feet so they're all right slowly and i'm descending they're staying up there so i'm kind of doing this okay as they drive around okay so i'm looking at this thing and it's about the two o'clock position we're about the eight o'clock position and i'm like oh
(1:25:25) i've got i've got enough altitudes i'm gonna i'm gonna cut across the circle and i tell the guy in my back seat dude i'm gonna i'm gonna do this he's like go for it skip because i was a skipper so i cut across the bottom so i'm kind of almost coming out co-altitude as this thing's coming i'm gonna meet it and i'm driving and uh i get to probably it's i'm probably about a half mile away which you think well a half miles pretty far a half mile in aviation isn't
(1:25:49) it's nothing that's i mean you can tell there's a pilot in

an airplane you can see all kinds of stuff at a half mile you can see pretty good detail so i'm like right there and it's coming across my nose so now i'm basically pointing back towards the east so i'm cutting across because i'm going to the three o'clock position it's at two o'clock and i'm gonna meet it at three o'clock so as i do this it goes it just accelerates and disappears so it's this happens at around
(1:26:10) estimating about 12 000 feet so they're at 20. so they've got about 8 000 foot of altitude above us when this happens and it just as it crosses our nose it just it accelerates and literally in less than you know probably less than a half second it just goes and it's gone and so we're like and i the first thing is dude did you guys see it the other airplane's like it's gone we don't we have no idea where it's at so we kind of spin around rook i go let's see what's down here and i turn around we're
(1:26:36) looking for the white water we can't the white water's gone there's nothing it's literally all blue so now you go and i remember telling the guy in my back seat like a dude i'm i don't know about you but i'm pretty weirded out because this is i mean you know i had at the time like 30 some hundred hours of flying i'd been doing it for 18 years it's nothing like anything you've seen no no so as we turn we go well let's just go back you know because now i got to put on my real hat which we
(1:27:02) have to train because we're getting ready to deploy to you know overseas so we got to get our training done so that's my mindset especially as a ceo because i got to get i got it training out of the flight time because i'm responsible to do that so hey let's go back and the the the guy who's going to be the bad guys is the ceo of the marine squadron and uh so cheeks is at the end he's listening to all this happen you know because he's just like because he they when he first went out
(1:27:24) they were gonna do him but the little hornets the legacy hornets f-18cs don't have as much gas as the super hornets so he had launched first and they were going to do him and then when they knew we were off the deck they just told him hey go to your cat point down south and we're going to send we'll pass this off to the supermarkets what's the cap point uh that's where we hold so it's called a combat air patrol point so we're just going to hold at one end he's going to hold at the other end
(1:27:50) it's kind of like hey you guys are going to each think if it's a football field we're going to sit on one goal line he's going to sit on the other goal line and when they say go we're going to run at each other and try and do something in the middle of the field and then go back to our set reset points okay so you're talking to him he's he's he's listening to the he's just listening we don't talk to him at all he's just listening he just dials up because they know that we all know the frequency so
(1:28:09) he's listening to what's going on because he's like because they cancel training so what else is he gonna do he's just gonna hang out there and do circles while he's waiting him and his wingmen so they're just they're listening to all this go on and then at this point you move on yeah we come back up to train we go back as we're flying back the controller because we're talking to the the kid on the princeton the uh the uh they're called os's they're operation specialists they're

(1:28:30) the ones that run the radars and we're talking to him and he's like hey sir you're not gonna believe this but that thing is at your cap it showed back up it just popped up you know this is like 60 miles away it just reappears we're like oh okay so we got the radars out we're looking for it uh we get out there we never see it we never see it again uh we do what we need to do we come back to the ship of course now we're like oh this is gonna be we're you know i told i told him i go dude you know we're gonna catch we're
(1:28:55) gonna catch shit for this when we get back to the ship word's gonna get out and we're just gonna catch maximum shit and we did yeah and it's kind of that joking you know so the ship plays movies we have movies on the boat and they do 12 hours of movies so they repeat because there's a day check and a night check so the same movies in the morning and night play so you never get to ever get to watch a whole movie on the boat which drives my wife crazy because i'll watch stuff on tv that way too i'll be
(1:29:17) like oh hey i've seen this and i'll jump into a movie in the middle and then i'll pick it up later and i'll see the beginning and i'll put it all together because that's how we have to do it because we're so busy well the movies became and i it was men in black aliens uh independence day definitely gonna catch some shit oh let me just ask some dumb questions so just take him because it's whatev whatever the heck you saw whatever the heck happened it's you know one of the most
(1:29:49) fascinating things um events in recent history so whatever it was it's interesting to talk about it different kinds of angles there's no good answers but it's interesting to ask some dumb questions here so first of all you mentioned see you saw at some point xy and then uh somebody in the princeton said you're not going to believe the sir it's at your cap point that that's a different place how the heck did it know what your cap point is that's a good question and that's the one if you don't no one you know you
(1:30:21) don't we don't tell it it's we don't broadcast it we have a waypoint in the system but i don't know maybe it knew where we were going because we used the same one day after day after day but it it obviously knew but you never saw it there never saw their chad when he took off when he got the video we landed we told them hey look we just we just chased this thing they're like when i go chased it and they're like why go dude and i told him i said dude get video and he goes so and that's how he is he's like i'm
(1:30:49) gonna go and he he was he he was determined he was gonna find this thing so when you look at his video and this is the stuff that isn't out that they don't see because not all the all you see is the flare tape that's the targeting pod the forward-looking infrared receiver um i'll probably overlay the video when he goes out it's uh you know what he's looking at on his displays is he has basically two radar displays up he has azimuth and range on the right one and he has the azimuth and elevation
(1:31:16) on the left one so this is called the as l display and this is called this is basically the ppi which is the you're at the bottom of it you're at the bottom of the square it's really taken this it's taking a cone because a radar really looks left and right from a point and it squares it out so the entire bottom of the scope that we look at is us because they do this they square it off so so he goes out and

when he first sees it he gets a radar return on it because when he's not trying to lock it so the
(1:31:41) radar's just throwing energy out and getting it you know it's a doppler radar so when it's in search mode that's all it's doing it's going oh i can see you i can see and it's looking for return so he gets a return so he wants to see what it is because all you get is a little green square unless it builds a track file on it but a little green square is just sitting there it's not moving because it's it's sitting in one spot in space he locks it up when he goes to lock it up now he's putting a bunch of
(1:32:03) energy on it but he's telling the radar stare down that line of sight and whatever's there i want you to grab it and build a track file on it which will tell us how high it is how fast it is in the direction that it's going okay the radar smart enough that when the signal comes back if it's been messed with it will tell you it'll give you indications that i'm being jammed so that's all it is is you send the signal out something it manipulates the signal either in range and velocity or
(1:32:27) whatever and it sends it back and the radar was smart enough to go that is not a return that i'm expecting something's messing with me i'm being jammed and it shows you and it puts strobes up it gives these lines on the radar and it does some stuff so you can immediately well it does it goes full into it it's being jammed in about every mode you can possibly see because everything comes up and the the this aspect gets long it's all kinds i don't want to get into details but you can tell it's being jammed
(1:32:51) so and as you said on rogan by the way that jamming is an act of war active jamming isn't when you actively jam another platform yes it's technically an active work feels like you should be freaking out at this point i mean so well he does it and then in the back seat so they don't have a stick and throttle they have their side stick controller so they can control all the sensors and they can just toggle around and do stuff so he can he has the ability to just move one switch real quick and it will go
(1:33:15) from that azimuth elevation on the radar to the targeting pod well as soon as he commanded the radar to look at that target the targeting pod goes oh what's over there and it'll stare because it goes down the line of sight because all the systems are hooked together you can decouple them but they're going to automatically couple up so when he castles over he it's a switch looks like a castle switch was a castle so when he moves that thing to the left and he swaps the displays out and he says instead of looking at the radar i want
(1:33:39) to look at the targeting pod he sees it on the targeting pod because the targeting pods already looking there and now he's on a passive track because he's not literally sending any energy out he's just receiving ir energy from the tic tac and then the system itself will track the pixels and the contrast differences it depends on what mode you're in so it says oh and that's what those little bars you see in the video where the bars come up let's do some v vision based tracking that's
(1:34:02) exactly what it is um so that's the video he goes through changes zooms changes the momentum he goes through all the modes so there's a narrow medium and wide so wide is far away medium and then

narrow and then there's the tv mode and he goes from ir mode to the tv mode the cool thing with the tv mode is narrow ir mode is only medium tv mode so you can actually get closer with narrow tv mode it's got a better zoom capability when you go into tv mode um so he goes through all those things that's when you see it going from a
(1:34:34) black background to a white background he's trying to figure out what the heck is this well yeah and he wants to get as much data as he can on it based on the different modes instead of just staring at it going what is that thing um green so that the video has been out for it it actually was on youtube for years and before the government released it it was leaked at 2007.
(1:34:54) about no i got a the guy that was in my backseat sent me an email and i had retired so this is about nope because i was working i was working down in san diego so this is about 2008 early 2009 he sends me a link to strangeland.com which is not suitable for work oh yeah it's top notch yeah um and he says hey i can remember the email hey skip does this look familiar and i look at i'm like how the hell did that get on strangeland.
(1:35:30) com so the next thing you know it ends up on youtube which was cool because you can send a youtube link to someone you don't send strangeland.com to someone because you don't know what you're going to get it's like googling kittens yeah um so it ends up there somehow so it gets on youtube which was cool because i would go out with my friends and we'd be drinking and they they go dude what's the coolest thing you ever saw flying you know it's kind of like you were asking what it's like and i go oh dude i chased the ufo and they're
(1:35:57) like get out and i'm like no serious so this is literally how it happened so i was sitting with my friend matt so matt and i did our my he was the guy in my right seat of the a6 when i did my very first night trap right and we were friends to this day right because when you do stuff like people like that you know you had to have faith in him he had to have faith in me you know they're they become like your brother yeah um and these are guys that literally you know i don't talk to him on a regular basis like chris
(1:36:25) who works at apple if if chris called me up tomorrow and said dude i need help i need this i'd be like all right let's figure this out and let's do it because it's they're like family you do it and most navy guys we don't we're not we don't send letters to each other weekly you know i have friends that could i haven't talked to in 10 years that they showed up on my door you know pop a bottle of wine grab a beer shoot the shit take about first 10 minutes to catch up and then it's it's like old times and
(1:36:49) it's it's amazing how fast this happens so incredible so i'm out to dinner with matt um and i'm telling him this story and he's like get out of here so he goes back and he tells our friend paco paco has fightersweep.com it's a blog site so paco's obsessed like he is way into ufos yeah so paco calls me up he says dude i was talking to maddie that's what we call him he goes i was talking to maddie he goes dude you got to tell me this story so i'm like all right so i spend a chunk
(1:37:20) of time and so he calls me one day and i'm like i get a voicemail hey give me a call so i call him up and he answers the phone but i can hear people in the background and i go hey dude what's going on i go hang on hang on i gotta put you on speakerphone i go what do

you put me on speakers you got to tell the story i'm having a dinner party you got to tell the story so he's literally having a dinner party with his cell phone in the middle of the table as i tell a tic tac store so he calls me up again he says hey i
(1:37:45) got this blog and he just writes about fighter stuff like he wrote about that we call him the shit hot break that's a guy that when you're land on a carrier comes and turns and gets ready to land really fast like breaks it off right at the back of the ship and uh one of the guys when we were junior officers on the uss ranger one of the apartments the other squadrons guy nasty and nasty was notorious for coming in in the tomcat and cranking off the shit hot break right so he he he literally wrote a thing about the shit hot break with
(1:38:12) nasty and there's another guy or mav was our uh one of our landing signals officers for the air wing it just it was it's just it's a good article on how this was and how you know it it kind of forms you in naval aviation's kind of being kind of a part of the club so he's like i gotta write about this thing i'm like what are you guys i gotta write about i go all right i go because at first i would say no i'm like dude i don't want this out there just so you haven't really before then talked
(1:38:35) about it much because my wife didn't even really know the whole story what just as a comment is it just because you caught some no uh it was just i'll tell you what three days we we had the incident for about two days they played the goofy movies there there's a comic on the back of the air wing schedule that they would put it was like first one was a far side and the second one was me and the guy in my back seat and it was men in black but it had our names you know protecting the world protecting the nimitz battlegroup type
(1:39:00) stuff it's just funny shit like that yeah um so that was just to me it wasn't that big of a deal it was like okay that's weird we're never gonna know what it was i want to get out because this is important because there's all kinds of rumors there's a group of folks no one ever came out in suits to talk to us nobody looking like me no came out on a uh no no one came out of the helicopter no one came out on an airplane you know you get oh i i was told to turn over this classified what's funny is
(1:39:32) all the cos and several are still in the navy uh there's one that is a he i think he just finished up he was a captain of an aircraft carrier you know so he'll end up making admiral and all that stuff those guys are all my friends i talk to them daily just just to clarify so just for people who don't know there's a story that both on the nimitz and the princeton folks in a helicopter landed they showed up they took the data quote-unquote so all the sort of recordings associated with this incident and they took it and presumably
(1:40:09) deleted it there's a kind of story to that and then uh from what i've seen you said that you believe just like we were talking about offline that jokes spread faster than uh or just rumors spread faster than anything on on these ships uh that it might have been a joke that started and uh well they did so here's here's the joke yeah so they had come down right we had the tapes um and they were chad's tapes so we use those tapes over and over again you know they're they're consumable but remember i have a budget
(1:40:42) as a squadron so i have a budget so i have to buy those tapes i have to all that stuff that we use i'm accountable for and the

tapes are actually classified secret because of the data that's on them okay so we had the tapes so the the secure the intelligence guys the intel officers came down from what's called civic it's cvic which is carrier intel center came down and said hey we need the tapes these guys are going to come they're going to come and get them this is so we're like i'm like oh whatever
(1:41:09) you know so we hand them the tapes and then someone because i have you know you know people shortly after they came and got the tapes someone came to me and said you know they're they're messing with you they're playing a joke so i said oh let's see how well that goes because you know i'm i'm a ceo and they're not and uh so i went down to civic and uh it was probably he was a lieutenant or a lieutenant jg so he's way junior to me and i said hey uh i want my tapes back and he looks at me and i go i know you
(1:41:37) guys are pulling my leg i know you there's no one came out and i go and you have about 30 seconds to get me my tapes before i start tearing this place apart that's literally what i told him and i said and if your boss has an issue he can come and see me because it's not going to go well i said because this is bullshit and i need those tapes then he literally walked right over to a filing cabinet opened it up they weren't a safe he opened up a filing cabinet and pull them out and hand them to me
(1:42:01) i said and i basically said a few things to him like don't ever fuck with me again and i left i had the tapes so this no one came out there's no flying going on when all this is happening and i took the tapes back and then i copied the tapes so i took two brand new eight mil tapes and i copied the sections that i want so there's a rumor too that oh the original flair video is 10 minutes long and there's some one of these petty officers saying i saw it that's total crap the original video is
(1:42:27) about a minute 30 seconds long what you see on the release video is the entire video so you have mentioned uh i apologize if i say stupid things please correct me but you you have mentioned that like on rogan i think that you watched it on you know on a bigger screen it felt like it was higher definition so let me ask the the question is there a higher definition version do you think of the flair video that would give us more pixels and more information presumably because of the um because i don't know where the stuff
(1:43:05) that the government released i don't know where they got okay so the stuff that was on strangeland and youtube you know someone pulled off of a secret it looks like a rack you know there's tape machines in there and it gets converted to digital and stored on a hard drive and they pulled it off that hard drive and they put it on youtube um no it's it's just like you know anytime even a digital media the more you copy digital media there's some quality that gets it degrades so this you don't know how many times
(1:43:28) this has been copied so we were looking the videos i've seen are right off the original they're high eight tapes that's basically pulled off the back of the display so it's not filmed with cameras it's literally a digital feed it's pulled off the back and put onto a high eight tape that's how the recorders work now it's actually digital to digital it's not even on tapes anymore it's it's a digital recording system but we were still in that process of slowing up because

(1:43:47) originally we had little cameras here that shine so if the light hit it would wash out the displays so this it's a pretty good feed um when you put it on so we're instead of looking at it on your tiny little computer monitor whatever i'm looking at it on a like a 19-inch because it was still normal tvs back there we had just put flat screens in the ready room that i had bought so we could watch movies so because a nice huge 19-inch screen it says maybe 20.
(1:44:14) it's nice wow that's huge gigantic um hey i can get for like 50 bucks you can get like 60 engines this is 2005. yeah um so so you look at this big thing and but you could see so when you get to the tv mode when i say there's little things coming out of the bottom of it you could see those it was very clear but in terms of the actual visual on the tic tac was it did you get much more information from the higher from the clear little things out of the bottom to the bottom information so when you see it because he's coming almost
(1:44:45) co-altitude with it you can see the bottom of it it looks like little you know like if you look at a cessna there's a little antennas hanging on the bottom kind of like that there's two little things on the bottom there's nothing on the top there was no plume no ir no no visible propulsions even heat signature you know it's all that stuff and then the other thing that people didn't see is they didn't see the the radar display uh which that that really raises the classification level especially to see
(1:45:09) what the radar does when it's being jammed um you know matter of fact when they did the unofficial official investigation in about 2 000 and let me think about 2009 um i had gotten a call on my cell phone from a guy who government employee and said hey told me who he was he's still in the government um i'm friends with him and he said hey we're going to investigate your tic tac thing this is literally five years later yeah five years later and i said okay whatever and he did a pretty good job i caught the unofficial official
(1:45:43) report because um it was really never official it wasn't but i'll give you the history of why i say that and why it never came out in foia requests so he does the report he sent me the report and all he said is hey i'm going to send you this report please don't distribute this report i said okay the report is now out because harry reid got it to george knapp and they were good enough to redact there's a few versions of it unredacted and i'm very protective of the other people that were involved in this so jim has talked but
(1:46:14) he's off the grid he doesn't talk to anyone now the pilot of his airplane she has come out on unidentified but they don't release her name although people are starting to do it and she's had weird shit happen around her house she's got kids you know so i'm very protective of her um and i've told people like jeremy and george if i know that the names ever came from you i will never talk to you again about this and jeremy's been really good about it and so is george and then but george george knew the
(1:46:39) names were because he had he got the report from senator reid um and then the other crew so the pilot of the airplane that took the video that chad was in if you talk to that individual they really don't have the recollection they were just out flying that day and it wasn't a big deal um so it's it's you you need to protect because not everyone wants people knocking i don't want people knocking on my door and you know and there's rumors oh you talk to everyone i think you're

about the 23rd person that i've talked to
(1:47:09) total yeah and that includes uh you know the the newspapers and stuff and i've been selective because there's so much i mean if i turn down like i turned down russian tv uh i can give you her name when we're done here she called she not only called me she called my wife she called my daughter she called my son and she called my son-in-law because they're persistent so i'm i'm pretty protect i'm very particular i mean the reason i'm talking to you is because i knew we would have a conversation that wasn't
(1:47:34) based just on the tic tac in the incident but we can actually talk about some of the science and some of the theoretical to get into to get more people involved to go because i think there's you know and when you talk to you know lou elizondo or chris mellon you know the group at ttsa you know that that whole thing was that's to the stars uh academy okay that's the tom delonge group that got started so and you go well uh you know because i think tom has caught a lot of crap for this but he's actually
(1:48:04) when you talk to him he's he's he's very smart and i asked him how'd you get into this and he goes oh when i was traveling around with blink 182 he goes you read a lot of books when you're laying in a van as you're driving to your next gig before you make it big and he goes and he read he was reading books and he read one of them on ufos i'm trying to think the title that's one of the big ones that's out there real popular and so he started just he started asking more and through his fame
(1:48:28) with blink 182 in the band he got more and more connected you know if you talk to chris mellon who is an under secretary of defense for intelligence and he's part of the melon you know dynasty you know from carnegie mellon type very very smart he knows he he he definitely knows how the government works because he worked there and so when i went down to dc to talk to people he's one of the first people i'll go to when i did uh tucker carlson about a month ago month and a half ago i asked i i he texts me i i texted him
(1:49:02) tom lu to go hey because they were like you got to do it because i turned to i turned tucker down a couple times before and his uh his producer had called me and i'm like all right i'll do it because those guys like you gotta you gotta do this for us so from my perspective just to give you some context so um to me there seems to be some stigma so i come from the scientific community and i really appreciate you talking to me today and i think the people who listen to this include you know uh faculty fellow faculty
(1:49:34) at mit and major universities and it feels like there's some stigma to the subject from from the scientific community a lot of people especially when they hear your story are like wow this is really interesting but you you don't even know you one you're afraid to talk about it and two you don't know what the next steps are like how can we seriously try to think about what you saw how to think about how we further look for things like it how we develop systems and plans for how in the future we can
(1:50:12) immediately collect a lot more data and try to react uh properly you know to try to communicate try to uh interpret this in in the best way possible from a scientific perspective and i i just would love to remove stigma from this subject uh well i think that's the first step we have done in this country an absolutely terrible job

with these things so you go and i joke you know go back to roswell so the first reports that came out of roswell was we have this crash flying saucer that's literally what came out and then
(1:50:48) magically the next day it's a weather balloon and they're showing you pieces of mylar and you go well that doesn't look like what they showed us yesterday then you get into project blue book you know so there's that whole series about project blue book but the bottom line of project blue book is it really did two things it investigated sightings and it did everything it could to debunk and disprove to the point where it actually went to discredit you know to make you look so there's always been this
(1:51:13) this i don't know if you'd call it an aura around it or a mystique about ufos that if you're talking about them they're nuts with ours because i'm not a i'm not a you i'm not a ufo guy i'm not a junkie if you ask me do i believe that there's life outside of earth i would say you probably have a better chance of winning the mega ball lottery than we're the only planet that has life on it in the universe it's just the odds are against it if you do just do the math you have to accept because it if there
(1:51:43) only has to be one other planet that has life on it and then i win and you lose and then more and more science has shown that there's habitable planets out there that yeah everything we've learned so far and we know very little but everything we've learned so far about the planets out there exoplanets earth-like planets it seems that it's very likely that there's life out there intelligent life is another topic but uh life well we we as humans you know and even more as americans we have this
(1:52:13) hubris about us that says are it and you go not so much we're not so intelligent um because we are it's just how we learn so you know our main mode of transportation and what people figured out you know years ago was the internal combustion engine which led us to jet engines and solid rocket fuel what if you're in another planet where you didn't you figured out uh the ability to create a gravity field or you used you know because electromagnetics are becoming bigger and bigger and bigger you know catapults
(1:52:44) on ships were steam powered and the new gerald ford is electromagnetic roller coasters used to use a chain to get you to the top of the hill now they shoot you with electromagnetics and you're going so there's a whole new realm of propulsion that you know sometimes it's our ability to develop the technology to support theory you know we are just now proving you know recently theories that einstein had where people actually joked about them and now we actually have the technology to prove that gravity can
(1:53:09) bend light you know we have proven that so you look at that when you go well does that mean that you know 70 years ago einstein was wrong or eight years ago einstein was wrong or do you go we just didn't have the ability to look that deep into space to actually find something that we could to actually measure and you know and i've seen and that's just a hundred years and and the kind of things that can happen if you say look what we've done in the last 20 years yeah it's crazy all right let me
(1:53:32) direct because it's such an interesting topic from a career perspective from a science perspective you're i mean you've spoke you've been brave in you know telling your story not some dramatic

thing but just telling the things you've seen did it encounter uh did it impact your career is that why more people haven't come out like uh you've mentioned uh roswell like how what advice do you give to people to the community to me as a scientist for ways to go forward about this topic and still have a uh you know not being
(1:54:12) put in a bin in society that he's a loon or she's a loon or that person mine is to get away from the little green men just divorce the two little green men and you know and i've talked to lou elizano about this you know and and the group that they're working with which is incredible i mean they've got steve justice who used to run skunk works where they built you know projects now louis and she mentioned was a program director he ran the a-tip program at the pentagon and a-tip was a program that was tasked
(1:54:40) with investigating any kind of uh on ufo's uap so what's funny is the unofficial official report that i joke about the guy who wrote the unofficial official report was actually an original member of atip and the original stuff that atip did was foia exempt and people how do you know that i go because i stood there with the memo in my hand that said these are did literally i watched the dod memo that said it and it was signed so he was one so that's why the that's why i call it the unofficial official
(1:55:09) report it was never it was never releasable because people go oh i put in a foil request and i didn't get that i go well just because you put an effort requesting get it i go because how much how much time do you think that guy is going to spend to get you the information that you requested if you can't find it i actually got called by the navy i had a commander in a navy call me about uh right before the article came out in the new york times it was this was starting to come back and she had called me because there's
(1:55:33) been there was a foia request for stuff about the nimitz incident and i said do you know of anything she called me she goes do you know of anything else besides the the situation reports that come off the ship you know and you gotta remember when the situation report comes off the ship that's like third hand so we tell someone they tell someone that person has to write it up so there's all kinds of inaccuracies in it but then there's the unofficial official report that's actually pretty well written there's some errors in it but it
(1:55:58) was you know i didn't help write it i just did it and he did a really good job of researching it and figuring out who's who in the zoo and the players um so she called me and said is there anything out there and i said officially out there she said yes i said i don't know anything i knew of the unofficial official report which is that one but i'm not you know if you don't know about it i'm not going to tell you because it's not my job and nor did i care i mean did in that whole situation you mentioned
(1:56:24) lube i mean did you think about your impact your career like just to get back to the question did do you think others other pilots other thing other people like in roosevelt are thinking about this kind of thing why aren't they talking about this why are people afraid to talk about this well honestly the military and the press there's a distrust i'll just tell you that right now we typically don't like talking to the press because if i talk to you you know especially when i do even the tv shows you know because i've been on a
(1:56:56) couple shows when you look at it you know they come to my

house and they film me for two hours yeah and then what you see on the screen is five minutes well and yeah and the other thing with the press let me give you my perspective from autonomous vehicles is the clipping happens yes but also the incompetence let me just call out journals they're not thinking i mean so so here's the thing i've i have a phd and i've taken painfully too many classes from like physics and math and i also have a deep
(1:57:31) curiosity about the world i read a lot that seems to be missing with journalism so you're talking to a person who's not gonna push the story forward in an interesting way not the story but the actual investigation of uh perhaps one of the most amazing things that humans have witnessed in history like you it might have been nothing who knows what you witnessed might have been from a sort of debunking perspective might have been some kind of trick of mine if you and others have hallucinated something it could be some simple explanation
(1:58:05) but possibly it was uh something not of this world and to not do justice to this story from a scientific perspective it seems at best negligence and so yeah that's true for journalists it's true for others we it's just it's human nature yeah if we if we can't if we see something that we can't explain then sometimes if you just yeah maybe it's just me and you let it go away and you don't think about it you know maybe it'll just you know it's it's you ignore it um the other side is
(1:58:42) the inquisitive mind that says well what was that and i wanna i wanna dig more into it you know and if you you you look at it or you're going against the norm um you can get ostracized you know and if you look at you know einstein's the perfect example i mean he started coming up with some of his theories some of the top physicists in the world were like dude you're you're a nut job and he's he's literally proving them but he didn't have you know he proved him in theory but he didn't have the means to actually
(1:59:10) do the experiment to prove his theory there's a great book that i recommend people read called proving einstein right by jim gates that talks about like the hard work that people try to do years after to try to experimentally validate the predictions that einstein made with uh with his theories it's fascinating but yes at the time it's kind of crazy what he's saying yeah if you look at it back at the time don't we we look at it now and go well the guy was a walking genius and he was but if you go back in time when he was
(1:59:44) doing it it was like what are you talking about you know but one of the challenges is your eyewitness one of the challenges is you're essentially an eyewitness account like we don't have good data we have very limited data of um of the incident that you've experienced so let me kind of dig in let me just ask some questions of uh maybe to see if there's just to paint more and more of the picture one you kind of mentioned so tic tac shape let's break apart two situations one is the video let's look at the actual eye account the
(2:00:22) the eyewitness account that you saw with your own eyes what's the what can you say about the shape of the thing is there interesting aspects outside of the tic tac like is there any appendages is there um some texture to it that no smooth white tic tac no we don't you don't see there's no no wings no visible propulsion no windows no probes that we could see we don't notice like i said we don't see the little things on the bottom of it until we see the video

in the tv mode when it's zoomed in
(2:00:58) right before it's shortly you kind of see them zoom in you don't see it typically on the youtube stuff that's out there um but remember we're looking at the original tape so there's not there's basically no degradation but when you saw your eyes there's no kind of appendages no no what about like somebody asked a lot of people asked you questions so i appreciate you spending your time here let me ask some of them uh did you i mean you chased it so we flew close to it relatively speaking was
(2:01:26) there did you feel any wake like any did you feel it in any way in terms of your interaction like aerodynamically no nothing nothing so uh another aspect of it there's an interesting thing you've developed a feel for for objects in the air did you feel like it was surprised by your arrival or did it let me ask a few questions around it so did you did it feel like the thing was surprised did it feel like it wanted to be seen almost to show off its capability did uh and did it what did it feel like relative to if you were doing a
(2:02:12) um an air fight against uh sort of like a i don't know a a foreign jet so one i think it i think it knew we were there when we showed up it's just it's me uh it's kind of like an animal if you've ever been around deer in a field you know the deer will look up and if it sees you and you're on the other side of the field it'll actually go no threat and it'll start eating you know they don't put their tail up because you move closer to the deer then it goes oh it's there and
(2:02:38) i'm going to react or i'm going to move so as we were up high and it's down doing whatever it was doing um you know which i don't know someone asked what do you think oh maybe it was communicating with something i joked on good morning america maybe it's like talking to the whales kind of like star trek you know and i actually used that clip it was kind of funny but yeah we're a little human-centric we think like it would it show up to talk to us but maybe he's talking to the dolphins maybe
(2:03:05) it was whatever you know because it was hanging around that white water and i don't know if was there something there was a seamoth we just didn't find it again i don't know but once we started the descent and it actually reoriented its longitudinal axis and it started mirroring us coming up and it was obviously where we were there and it was really coming up just you know you figure i'm at 20 and it's coming up and it ends up getting up to 12.
(2:03:26) uh where i cut across the circle i think it was very aware that we were there because it interacted we call it a two-circle fight when you're fighting another airplane um but uh you know was it was were we afraid i don't think so i mean and to me it was more curious you know the curiosity overcomes any fear that you would have and i always felt to be honest if i was inside the airplane uh especially as long as much times i'd spent inside the airplane flying and doing stuff i felt totally it was like a safe zone
(2:03:58) i mean i i felt totally comfortable inside the airplane as most part you can't if you're in the airplane and you feel scared it's not the job for you you have to feel that because the airplane is part of you now yes you know i am inside i have the stick i have the throttles i've got my wizard in the back seat he's running all the displays we are a team we're in the state-of-the-art airplane you know brand new you feel pretty good and then you get something that you

know can climb from the surface up and then
(2:04:26) accelerate like it did like it was like no big deal you know for an airplane if you just put me from a standstill let's just say slow flight just get me at 100 knots above the water and for me to you can't just start a climb i'd have to lower the nose i'd have to accelerate and then i'd have to start coming up and this thing just like just did it like it was like no big deal yeah you mentioned that like you kind of your reaction to it was uh it like it's something that you would love to fly almost
(2:04:54) uh so this object just the curiosity you experience is like like what it almost like what the heck is that piece of technology and i want to fly it like what made you feel like it's something that you could fly do you think it's something that a human could fly like in terms of interpreting what you saw as a piece of technology because another perspective on it is it was uh not that the thing under the water was the key thing and what you were seeing is some kind of projection or something that like i don't think it was a projection i
(2:05:33) think it was a real object it was an a physical hard object that would could be flied oh yeah yeah i think all four of us will say the same thing it wasn't it wasn't this was not because you go okay let's just go on it's a light projection well if we were both sitting next to each other we were looking at it from the exact same angle and all that and i go oh okay there's a in theory you could have that but with an 8 000 foot altitude difference flying you know and they're you know she's
(2:05:58) probably not directly above me she's kind of hanging out watching this whole thing happen you know you're getting two different perspectives from two different altitudes over a clear blue you know if you've ever been at sea and i don't mean like coastal i mean like when you get out at sea the ocean is the bluest it's incredible um you know you got a bright white object over a deep blue ocean you got pretty high contrast and for this thing just to disappear uh it's it's was i'm telling you i would
(2:06:27) i mean i know we we all have the same uh recollection of what happened you know there's some details because it's so long ago but for the most part we know what we saw and we all came back and looked at each other like what the hell was that what if i mean do you think about the thing under the water that's not often talked about if there's something under the water couldn't have been something gigantic like it could be what like do you ever see this big ship that's why as a person so i
(2:06:55) love like swimming out into the ocean my mom's an olympic swimmer so like i love that feeling but i'm also terrified when i swim because the abyss anything could be under there i like there's not enough focus on that perhaps because there's no visibility but is it is there anything interesting to say about the possibility there was anything underneath there it could be i mean think about if you're going to hide on this planet where's what's the least explored spot on the planet two-thirds of it's the ocean
(2:07:28) you there's there's there's literally i mean come on the the the malaysia airplane the the triple seven it was a triple seven that crashed you know they turned they didn't go where they're supposed to and they just disappeared and they've been searching for it and they found pieces of it but you would think there's large objects that you

know when that thing hit the water depending on how it broke up there's big pieces that would you'd find something they haven't found anything except what
(2:07:50) floated um so to hide something underwater i think would be easy so okay let's go a little bit in speculation land but it's the best it's the best we can do which is the basic question of what do you think was it so if you had to put money on it is it uh like advanced human created technology is it alien technology is it an unknown physical phenomena you know like a ball lightning for example there's a lot of fascinating things that humans don't really understand is it uh like i said some perception cognition
(2:08:26) that led you uh some kind of hallucination that made you to misinterpret the things you were seeing let me put those things on the table or is it misinterpretation of some known physical phenomena like uh like an ice cloud or something like that what do you think it was well it's definitely i don't think it's an ice cloud because ice clouds don't fly around yep and react to you do i think it was a light i'd say no because of the aspects and what we looked and watched it do i'd say no what do you mean by light
(2:08:55) like a light ball you know some type of perception you know there's uh their experience like plasma you can do plasma and you go i can see it but it's really not you know it's plasma i don't think so um so you would see distortions i think is it moved maybe not i mean i'm not the theoretical physicist in some you know you know i'm not in mit uh i would say no i mean it looked for from all my experience and and i had quite a bit of it when this happened no i i think it was a it was a hard
(2:09:26) object it be it was aware that we were there it reacted exactly like if i was another airplane and i had to come up and do something exactly what i would do you know it mirrored me it wasn't aggressive you know there was taco it fought behind us and never it was never offensive on us it never did that it just mirrored us so as we're coming out it's just like you know you're you're kind of you know you said you do martial arts you know or wrestling you know you see people out on the the uh when they get into the ring
(2:09:54) especially with collegiate wrestling because my roommate in college was a collegiate wrestler so i de facto became a wrestler because he he beat me up every night yeah we joke i talk to him literally probably three four times a week um but you know you see wrestlers when they get out they kind of you're kind of feeling each other as you walk boxers do the same thing it was doing that same thing it's like what's going on as it comes around as it comes around and then it was like hey we're going to
(2:10:16) get here and when i got too close to it you know it decided i'm out of here and then it did something that we've never seen the other question is what if i didn't cut across the circle what if i just kept going around a circle we just keep going but i could have just watched it i mean my one regret out of the whole thing is uh we have a camera in our helmet in the joint helmet there's a little camera but we never use it because it's nauseating to watch because you've ever put a gopro on someone's head where they're looking
(2:10:38) around like this all the time it'll it'll nauseate you so we never turn that on and all you know it's the one thing i didn't do is reach down and hit the switch yeah you know and then we didn't go back

and because our tapes didn't have anything because we didn't get it on radar um because i tried to lock it up because i can move the radar with my head but i couldn't it wouldn't lock the radar would lock and so so then the question is and this is unanswerable but let's try
(2:11:04) did you get some hints at it do you think it's human like advanced human created technology that's simply top secret that we're just not aware of or is it not something not of this world so you if you'd asked me in 2004 i just said i don't know if you ask me now so we're coming up on 16 years ago for a technology like that you know and let's assume that it didn't have a conventional propulsion system in it because i don't think it did i would like to think that if we had a technology that would advance mankind
(2:11:44) leaps and bounds from what we normally do then it would start coming out but to hide something like that for 16 years you know and i understand uh you know and i don't speak for the united states government i never will speak for the united states government but i understand how some of that stuff works for classification levels and why we classify stuff you know is it is it detrimental to national defense but there's a point where you have to look and go if we had a technology like this that could literally change the way
(2:12:10) mankind travels how we get things into space our ability to do things you know you talk about you know are we gonna go to mars well if you have something that has the ability to go because remember these things were coming down when the cruiser tracked them from above 80 000 feet which is space and they would come down and they would come straight down they'd hang out at like 20 000 feet and then three or four hours later they'd go back up we don't have anything that can come down hang out in once
(2:12:32) you know and i'm talking hold out in a spot well we all know there's winds they're not drifting like a balloon they're just sitting there and then they would go back up and they tracked up to the when i talked to the controller he's like we've seen up to 10 of these things there's other guys and it was raining and all this other let's just say they tracked a groups of these things coming down hanging out and going up so it's not just propulsion and the way it moves it's also
(2:12:58) fuel it's everything so the whole the whole of it indicates of a kind of technology that's uh highly advanced but you don't think in your sense that you actually don't know but you know more than a lot of people in your sense the top secret military technology if you think about skunk works if you think about like that cannot be more than 15 years ahead i would say for a leap like that and and a perfect example in modern times is the 117.
(2:13:32) because now a lot of the data on the 117 is out like it was developed at this time it flew for this long before it was actually acknowledged by the united states government what's the 117. that's the stealth fighter the original stealth fighter not the b-2 but the stealth fighter so you look at that you know yeah you can i think you can hide things for a while um but i think a technology a leap i mean this is not this is not a hey we developed this and we're kind of pushing the edge of technology this is a giant leap in technology
(2:14:02) you know and the other one is do we have the basis to do that you know because usually when you have a technology like that universities especially the one you're working at mit a lot of the leading edge stuff is coming out of the top tier universities you know

so you've got mit you've got caltech you've got stanford georgia tech virginia tech carnegie mellon i'm just naming schools naval post graduate school is another one there's usually indicators there's papers of hey this is where we're going
(2:14:31) i don't think there's a whole bunch of papers on developing a gravity-based propulsion system that literally i've got an object because how do you how much power would it cost to create a gravity field of your own that could actually be strong enough to counter the giant orb that we live on so by the way you mentioned gravity-based that's kind of like the hypothesizing that people do in terms of uh propulsion like what kind of propulsion would have to uh would have to be involved in order to result in that kind of movement
(2:15:03) to me all the gravity discussions just seems insane uh from a physics perspective but of course uh it would seem insane uh until it's not but because remember we only know what we know yeah and and which is very little and someone has relatively think out of the box to go is this possible at all yeah well okay so this so you're you're saying that if you had to bet money all your money it would be something that's alien technology so it's not human-created technology well i don't like to get into little green men but i
(2:15:40) would say that i don't i don't think people development right i don't think we've developed it i just you know because the other one someone had asked me they said what if there wasn't maybe it was just a drone maybe it was a uav that got sent here from someplace else i mean we've got stuff out there flying around um so i don't i don't know i mean i'd like to sit around and talk to some of the giant brains that think this stuff up i was supposed to be on a podcast with one of them
(2:16:06) uh but such topic which uh you mean look for drones for just uh just space travel technology because if you look at where we're going you know because everyone talks about mars you okay and you know we're hey are we gonna be able to colonize you know and i know elon is big into that you know yeah what do you think about what do you think about elon spacex nasa we put humans back up uh back up there my theory so it's funny because i i know one of the guys that was he was he was one of the original employees at spacex he's a friend of
(2:16:38) mine and i won't say his name but he knows elon yeah he knows elon and uh yeah and he actually worked on the entire falcon one project he's one of the lead guys on that so he's got some great matter of fact he's there's a movie there's a book coming out that comes out in about a year on this the original the first years of space for six years of spacex you know and he's named in the book you know and they're supposed to make a movie on it so i'm like hey who's gonna play it
(2:16:59) um but uh what he's done to me it changed the game and here's why because i said you know in i think it was 62 and eisenhower warned of the industrial defense complex you know which it has become everything he warned us of you know it has become and it's really driven by there's the big three in defense which is really you know northrop lockheed and boeing those are the big those are your biggest raytheon's kind of write like a subset of that but they're raytheon's pretty big too big in u.s
(2:17:31) defense those are the big guys right that's actually where a lot of military guys go when they retire they go to stuff like that so

um when you look at that and you go and the way government contracting is working and how we charge and you know why things cost so much and then you go you got elon who's got an ego you know and he doesn't like to do things certain way and i've talked to the guy that worked there on you know because the government likes to have oversight of contracts where he was like no
(2:17:57) just tell me what you want i'll build it i'll give you a bill when it's done and then if i do it for half the price i make a ton of money because he's money-driven guy which i like capitalism at its best so now you look at the two things so you got the the spacex which is the dragon capsule right and then you've got boeing so elon did what boeing is contracted to do in less time for half the money and oh by the way because he can reuse the boosters because they come back and land and you don't have to like morton
(2:18:27) thigh call we reused them on the space shuttle but they had to take them all apart and do a bunch of stuff because they landed in salt water and then you had to put them all back together where elon gets them down because i was joking with this guy go what do they do they like re rehaul you know overhaul because no actually they clean them up and they can use them again they're reusable systems incredible leap in technology that no one thought of but here's a private company so being able to put people on in the capsule and the
(2:18:49) spacesuits i mean it's literally like sci-fi when you watch when they went up so i'm a huge fan of what he and his company have been able to do because you know the fact that we were paying huge amounts of money to the russian government you know and oh by the way if you didn't know because i have some friends that are astronauts uh they all have to learn russian right they have to and they have to do it's what level five where the test is a phone call yeah where they call you up and they you know because they would go
(2:19:17) so i went to the pinning two two friends of mine the one actually had a mission date the one got one later so it's cool when you're watching your friends doing a space walk you know because i would pull up because if i knew what was going on i'd pull up the nasa thing i was in a meeting one day and i've got nasa on and and makers out there floating around you know doing his stuff and i saw one he's in the space station while they're doing a spacewalk so it's kind of cool when you go oh yeah i know that dude
(2:19:38) he's up there in space floating around um so when you when you look at what those they're capable of doing and then you go what elon is bringing to the fact that now it's back in america it's actually to me it's it's cost effective for us to be able to do more stuff i think it opens the door to do we go back to the moon is there a reason to go back to the moon personally i think if we're gonna if they're really gonna go you know in years from now go to mars i think that the moon is the stepping
(2:20:08) stone to go back to start proving some of the technology to go hey we can build this we can get on the moon and now we can get back off the moon uh because we did this on a less than a compact computer in the 60s which is the whole reason that i flew because i'm obsessed matter of fact i have the giant lego apollo at home and the lander and i have one that my dad built me in 1969 right after that and neil armstrong's an ohio boy and so am i matter of fact i have a picture of him in a car in wapicanet ohio at the parade

(2:20:39) after he walked on the moon because his parents didn't live far from my aunt uncle in wapa kineta and they were out at the parade so i've been obsessed with this since i was a child do you hope to uh do you think do you hope that you'll go out to the space one day me if i had the opportunity i'd go in a second you know i am not i mean that's one of the hopes of the commercial space flight is that you know uh like people like i mean it would be to us tourism but you certainly wouldn't want
(2:21:10) to in terms of you're now kind of a civilian right i mean in a sense that you're just a normal person you're not a fighter pilot currently but it seems like if we send a civilian up there would be somebody like you in the next like 20 years i i'd be you know if elon wants to throw me one of those things i'd be all over i don't know what my wife would say but you know sometimes you gotta you gotta get your kicks while you're alive i'd love to hear that discussion with your wife listen there's the pros
(2:21:34) and cons uh she's she's i mean i've known she's on board high school so she yeah she knows how i am you know most people that know me are like yeah you're pretty much the same person you were in high school you know i was a class clown and i still am that way um so let me ask you this question about so i'm talking to elon again soon i'm curious to get your perspective on it if i wanted to talk to him about tic tac about these weird out there propulsion ideas which are obviously just like you
(2:22:06) said if there's something to it if it can be investigated somehow it would be extremely useful for us to understand in the effort of developing propulsion systems that can get us cheaply to out to space what what should elon think about this stuff what should he do what should people like him i think people need to open their aperture up and stay off of uh take the next step and go you know we are tied to fuels and either solid rocket or liquid you know whatever we do but it's it's a thrust generated where we rapidly expand
(2:22:41) gas to create thrust which is really in layman's terms you know we can get into what but that's what it does um if you have something that you can contain that is a as a fuel source that would last a significant amount of time you know those rocket boosters go and when they're done they're done there's enough to get them back down and that's it there's not a huge you know not coming back and go well i still got three quarters of a tank let's hold him on and do it again his system's not doing that um
(2:23:10) but you know the way the way contracting especially in the government the government has tons of money but you got to remember the government has to justify how they spend our tax dollars for the most part there's times where they can hide money in the budget to get stuff done but then when you look at and i'm just going to throw a few out there but if you look at what amazon you know does with bezos and you've got elon um there's some there's some big money out there yeah i mean you're talking you know
(2:23:38) bezos alone could buy companies like big companies apple is another one these companies had huge huge amounts of money and then just go over to the gates foundation and they've got gazillions and gazillions of dollars we've got universities there's so much money out there if we really wanted to do it aside from what the government wants to do because we do live in a free society i think there's

enough to go how do we do this and because when you work outside of what the government would want to do
(2:24:10) let's so let's let's we're not working on this necessarily for the united states although i am a huge giant i will be american i would never yeah i am an american you're talking to somebody born in the soviet union i can't believe you agreed to this um but but when i you know haven't killed me yet yeah well you're here yeah and you've been here for a while no no i'm joking i'm i'm an american citizen i'm actually pretty much american too when you do that so you
(2:24:38) look at let's just look at american universities yes so there's some brilliant minds and we'll just use mit because you work down there there's some brilliant minds but there's a huge chunk of those brilliant minds that are not american citizens so if you want to get into government stuff and you are not an american citizen it gets really really really hard but if i take money like bezos money elon money and they let's just say they want to work together they can split it up 50 50 the two of them when the technology gets
(2:25:04) developed but now i'm not constrained by who has to do the work i just want to make sure that i try and keep it in the united states because technology is technology and if it gets developed and gets over to where you know a country gets a hold of it and then just basically uses it for their own because you save them all the research time you don't want to do that but if we can get to the point where we can we do it on the international space station we realized that space was too expensive for one country to do alone so we made
(2:25:30) the international space station and we have a conglomerate it's the one thing that the russians and the u.s actually work together on think about it that's it we work together on space because we realize it's way too expensive for us to do alone and effective so we've got this thing that's been out there floating around for god now what is it like 20 years that thing's been up there floating around so it's getting old we're gonna have to replace parts and do stuff but if we can pull the money together and
(2:25:55) come up with a something that would literally change mankind and change travel and allow us to actually do a more effective thing of exploring because if you develop that technology i'm not you don't even have to send a man person if you can develop a technology that's so and with our automation and we're progressing in our our computing power to send something out that's not just floating around when you know that it can react a lot quicker something that could actually go down to the surface and come back up so right now
(2:26:21) everything we get out of mars it goes down there and then it just sends data back it analyzes it but i've got a technology that can go up there really quick i'm not worried about man i don't have life support systems and all that but it can go down it can go it can cruise around it can hover above it can take samples and it can actually take martian soil and then bring it back yeah so we can analyze it here that's a game changer it's a complete game changer because it opens up all the planets
(2:26:45) exactly so in the sense the the the tic tac is a symbol so uh whatever you think even from a debunking perspective there's a non-zero probability that it's alien technology and in that sense it serves as a beacon of hope and a reason to like you said widen the aperture and to invest big amounts of money into thinking outside the

box like it's almost uh a hope to say we can do better propulsion we can overcome physics in an order of magnitude better way and it's worthwhile to try i think and i don't think the money
(2:27:28) if you look at the big picture with the amount of money some that's out there floating around these private companies you know i think if you said hey i've got let's just say a hundred million dollars which really a hundred million dollars relative to bezos has got 100 and some billion dollars in the network so if he said hey 100 100 million dollars you drop 100 million dollars and i go and i'm gonna put a you know like the government will send a broad area announcement out that says hey we're looking for this technology or
(2:27:52) a darpa program but what if i just said hey who's to stop bezos and elon from doing that on their own to say hey i want to go pool universities because they have fewer restrictions because it's not tax dollars they don't have the checks and bound they can do whatever they want it's their money oh sorry about that um to go hey i'm going to put this out and i'm going to get the best physicists that are working at cern that are at mit that are at caltech at the schools i mentioned and oh by the way a few of these guys are
(2:28:18) propulsion experts and i'm going to basically i'm going to fund you guys for 10 years so you get 10 million a year and i'm gonna give your salaries and we're gonna do that or whatever the amount works so let's cut it down to five so we can pay well right to do the research but oh by the way the research is it's not classified but it's controlled so we're not gonna publicly just put this out in journals but if we make a leap that we think would advance because although those let's say there's 10 of
(2:28:44) them those 10 scientists come up with something and they put out a paper there might be another a number 11 at another university that reads that paper and says hey i kind of had this idea and now you can get a thought pool that pushes us in and gets us out of the the mindset because we have a tendency to we evolve the stuff that we create but yeah it's like i was joking because you know i i know a ton of guys with phds and girls and i said but you know how much when a person gets a phd in like engineering
(2:29:12) how much new math is really being done i said there's a handful of people in the world that are really doing i'm talking i'm talking stephen hawkins type brilliance that is going i'm really doing something that's yeah that's totally different that's a big dramatic thing now going on in physics that everyone is just everybody's conversed towards this local minima or local maximum whatever you think about it and it's it's again same as with the tic tac thinking outside the box is not
(2:29:41) is uh not accepted and it probably should be but it's hard because if you go back go back to einstein back to the original he was the he was out of the box yeah he did not think that the true jesus had he not thought out of the box and came up with some of his theories where would we be okay we're jumping around a little bit so we talked a little bit about elon and mars and space but let's uh let me jump back to a few questions that folks had i have to kind of bring up some debunking stuff because i think
(2:30:15) not the actual idea not the actual facts of the debunking but the nature of the true believers versus the debunkers hurts my heart a little bit because people are just talking past each other but

let me kind of bring it up uh mick west i've just recently started to pay attention just in preparing to talk to you about this world and mick west is one of the better known people who kind of makes a a career out of trying to debunk sort of he's a his natural approach to all situations is that of a skeptic i think it's it's very
(2:30:51) useful and powerful especially for me coming from a scientific perspective to take the approach he does it's valuable and i think no matter what i think there's i hope that people quote unquote true believers are a little bit more open minded to the work of mick west i think it's quite useful and brilliant work so let me ask uh here's a bunch of videos a bunch of ideas where he kind of suggests possible other explanations of the things that were out there he has some explanations of the things that you've seen
(2:31:25) in it with the tic tac like with your own eyes like he says that uh it's possible that you miscalculated the size and the distance of the thing and so on when you were flying around i don't fight that as uh i mean maybe you can comment on that person let me do it right now sure so because that comes up like how how did you know it was about 40 feet long i go okay so 16 years flying against other airplanes know what stuff looks like you know i've looked down on things so if i know i know here's the known things i know when
(2:31:57) we saw the tic tac i was at 20 000 feet pish right around there so when i look down i know what a hornet looks like looking down on him because i've done it for all those years i mean i got a good idea so that's that's why i said 40 feet because it's about hornet size so and as i go around you you get to the point where you have to be able to judge distance when we fly out of experience and you can tell if something small or big you know so i would argue the fact of you know peer experience there's you
(2:32:28) know professional observers which is what we're actually trained to do um and having done it for so long no it was and everyone came back with the same thing they're like yeah i was about size of hornet from a human factors perspective how often in your experience of those 16 years do you find that eyes what you see is the incorrect state of things so like how often do you make mistakes with vision you actually you make vision issues a lot because you're and the sad part is your brain believes what your
(2:33:03) eyes see we are actually trained to do the opposite of that especially when you instrument fly because your brain and eyes can tell you one thing but you got to trust your instruments let's let's go back to landing at night so your you're right i eyes that the runway and your brain assumes that the runway is fixed but you know that the runway is moving so if i try and do stuff visually i would you die every time not every time but you die close to every time trying to land on a boat so we actually use instruments which are
(2:33:36) counter to your brain so and there's actually all kinds of things that we go through in training they have this thing i think they still use it it's called the msdd multi-spatial disorientation device or the spin and puke it looks like a giant carousel and you're in these little modules and when you get out you think the thing goes really fast and they can you can make yourself think that i'm descending or climbing but you're actually only going around in circles at a very slow rate as fast as a human can
(2:34:04) talk but as they spin you around in a little sub thing and

slow it down and speed it up your body does this and you you know and then by visuals of showing you like they can spin it sideways to the outside wall but they can show like lines that are they can make the line stand still because they're moving the same velocity they can move the other way and you'll think you're screaming you see it in amusement parks all the time um you you do all that because it gives you a sense of the a but you're really not doing you're
(2:34:28) sitting there so we get trained on all that stuff so if you if you want to look at it and go well you're you're disoriented or this side bill i'd argue going no i'm not because you know when i'm flying the airplane even as i'm looking at the tic tac i've got a heads-up display that tells me what my airplane's doing so i've got i know what i'm doing i can look outside i've got a sense of what i'm doing but i'm also looking inside to cross check of what i'm seeing is in reality
(2:34:50) what i'm doing you actually your brain gotten good at combining almost adding extra sensory information you have to you have like supervision so you're combining what you're seeing and adjusting what the sensors what you're calling the instruments you're giving you and that that in turn is a loop that adjusts the perception system that like that that adjusts your brain's interpretation of what you're saying yeah you'd be amazed at how good so here's here's another example so if we go out
(2:35:17) over the water so there's no land in sight and we're gonna fight so when we fight you know two airplanes we're gonna dog fight as an instructor and i was for all most of my time you have to come back and you have to recreate it so we we call it drawing arrows so um you have to recreate that stuff so you get pretty good at going you know like i would take off and say all right we're starting heading due east uh and i know where the sun is at because in the short couple minutes we're going to fight the sun's really
(2:35:48) not going to move much it's going to be an irrelevance so now i know that the sun is at you know let's just say 195 degrees right so i'm starting going east and it's actually be down off my right hand side so now i know as i'm fighting because in the water you don't have any reference like oh i passed land i passed like no you don't and you can't use clouds because clouds do move but you got to come back because you go here's where i started and then you when as soon as you end you go all right i
(2:36:12) ended heading 355. and then you recreate the turns and the amount of turns and use the sun relative so you can create this entire battle that went on with arrows so you can come back and debrief the guy that you were teaching on exactly what happened and you get really really good at that so when you come up and go well dave how do you know you were at six o'clock and he went around and he came up here i go because i'm trained to do all that and i take all the notes while i'm flying you can do it and but
(2:36:39) usually it's you memorize it all and you get done and then you re you as soon as you're done you knock it off you look at the other airplane you get set and you start writing all your notes down yeah and you're writing it really fast on your card you go out the stack of cards and you stick a new one on your knee board card so you're ready to go and here's the next setup um it's kind of it's in some way similar to what uh like at the at the highest level chess

players do i mean you're i mean
(2:37:05) they they they recap the games but the the richness of the representation that they use and remembering like how the games evolved it's not like it's much richer than the actual moves it's like these a bunch of patterns that are hard to put into words like like all the richness of thinking they have about the way the game evolved it's more like instinctual from years and years of experience so they try to put it into words but they really can't it's it's just not i understand that it's
(2:37:39) because for us if we don't come back with anything then there's no learning to be had right because the whole thing is the debrief when we get back and we talk about that's really where the learning is um and it's the same thing if you want to go back to chess you know when you start off you try and learn because you're remembering what you're doing if you play against someone i'm always a big place play with someone better than you that's how you learn if you're constantly beating people you're not learning
(2:38:01) anything you're just learning that they're not good and you're better when you when you challenge yourself against someone that is going to is better than you you learn so i learned how to fight an airplane with he's actually one of my best friends uh we'll call him tom i won't give his call sign because i don't know he wasn't so tom took me out and taught me how to fight uh because tom had just left hopkins he was the the training officer top gun which so that's the guy yeah the training officer
(2:38:29) is the main guy at top gun so tom was a training officer top gun so tom when i learned because i come out of a6 and we really don't fight because it was a bomber so i get in f-18s and i want to learn how to fight because it's a whole other side of the mission it's the f and f fighter attack the f a-18 is fighter attack so i had to learn how to fight so now i got one of the best fighter pilots in the world who's going to teach me how to do it and he did and i would do something and then he would go i'd
(2:38:55) get to a situation where i had never been and then i would go well i'm gonna do this and then he would destroy me and he would come back and go here's why you don't do that and then i would take that knowledge and i would put it in my little basket of tricks and over time because you know no one walks out into that world i don't care how gifted of an aviator and go i i am the man yeah or the woman i'm it yeah no it's a learning process and so over all those years you've gotten good so
(2:39:20) i mean so what are the chances that your eyes betrayed you when you saw the tic-tac low zero well i mean i'm not zero so okay yeah i am 99.9 so 0.1 my eyes deceive me but remember if it deceived me it had to deceive the other four people so the percentage is even lower yeah okay well i i don't find that that particular debunking case that you saw but i'm glad you put it you um you said those words out loud so for me from my perspective uh coming into this world and looking at it i'm a little bit more skeptical uh so
(2:40:03) your eye account i think is the most fascinating story and that uh i think uh that's inspiring to me and should be inspiring to a lot of scientists out there on so many levels just like we said on the engineering level that maybe there's propulsion systems we can actually build that can do some crazy amazing stuff so it's a at the

very least intriguing and at the best inspiring i just want to say that but on the video side it's like it's uh the videos for the fleur video the go fast and the gimbal video they are only
(2:40:47) interesting to me to me in the context of your story like without that they're kind of low resolution it's like it it's easier to build a debunking story to be skeptical so it's just where i'm coming from maybe you can convince me otherwise but so to bring up mick west one more time he looks at the flair video and he says that one of the most amazing video parts of the flare video for people who haven't seen it is at the end of it uh the the the tic-tac flies or appears to fly very quickly to the
(2:41:28) left off the screen off the screen and what midwest says is uh that it you know midwest probably others that the way to explain that is the tracking system like we said this vision based tracking simply loses the like the object the tracking loses it and so it simply allows the object to uh float off screen because it's no longer tracking it so i find that at least a plausible explanation of that video looking at your face you do not so can you maybe comment to that uh to that debunking uh sure so um it's funny how people can
(2:42:16) extrapolate stuff who've never operated the system no for sure and that's like me going because i'm a big formula one fan you know that's like me going oh my god louis what were you doing you could have done this with the car and you need to won the race right you know and lewis hamilton right now is you know defending world champion two time he's four-time four-five-time world champion but um that would be pretty stupid to me to try and tell lewis hamilton how to drive a car yeah um or a matter of fact
(2:42:41) anyone driving a formula one car so i i can't tell you how many times i've watched you gotta remember when we looked at this thing when when chad came back with the video we sat there and watched it i mean i can't tell you how many times i've watched it off the original tapes going all right right all right let's look at this um you know because you can look and see where the you can see where the airplane is going you can see if it's looking left or right and if you actually watch all that stuff it doesn't do that it
(2:43:03) actually when the vehicle starts to move the bars the tracking gate starts to open up and the people at raytheon could probably add to this because they built the pod the tracking gate will start to open up and and but the thing when it leaves so fast off the screen the pod can't move fast enough it has gimbal rates on how fast that thing can move around because there's another theory that oh with the pods looking forward when the pod passes underneath the airplane so if i'm looking at you and you pass
(2:43:26) underneath me as does this the ball will actually flip around to kind of finish off and it'll it'll it swaps ends because it has you know it's a gimbal it can't just it's not free-floating um but there's a theory on one of them oh it's here and it flipped over it doesn't do that when it's looking out in front it stays like this so that yet another another debunker who doesn't know this so you know and mick has had several theories on other of some of the other videos like one of them the go fast as a
(2:43:52) bird and jeremy corbell actually did a nice job of saying no it's not because he's on he's on black hot so the the white object is actually colder than the ocean that's flying well birds aren't colder

than the ocean they'd be dead so the gimbal video to comment on the amazing aspect of that video is the rotation the apparent rotation of the object that is something that is not possible to do with systems that we know of and make west suggests that uh flare like reflections or whatever can explain no because what
(2:44:32) mick west doesn't see is so when they take because i've talked to the one of them actually i work with so i know him i know i talk to him all the time so uh and it's his best friend actually shot the video one of his best friends for the giveaway video the game both of them the go fast and the gimbal were shot by the same person okay so uh and they were in each other's wedding so that's how well they know each other okay so what you don't see is so the airplanes that are flying still super hornets but they have the apg-79
(2:45:03) which is the new phased array radar that's made by raytheon things incredible okay it doesn't usually if it's if it's out there and it sees it it's real so at first they thought they were ghost tracks when they started seeing stuff and then they actually threw one of the targeting pods out there well the targeting pod there's a heat signature and you go hey dot heat signature something's there it's real it's not you're not picking up some extraneous things so what you see in the gimbal video of the
(2:45:26) thing and it rotates and you go holy shit look at that thing it's just sitting there and it's in the wind and it's going against the wind why it's doing this you know someone goes oh it's an airplane now if an airplane does this it's eventually going to start to change aspect because it's in a turn this thing doesn't change aspect it just rotates right the other thing that you see when you talk to them is so they're on their radar there's an object that they identify as their number one priority or their
(2:45:50) launch and steering so when they designate that that's where the targeting pod is going to look that's what you get in the gimbal video there's five other i think it's five they're kind of in a v you know like a geese would fly that are out in front of it and they're actually coming they're out in front of it and they actually turn on the radar and go the other way while they're filming the gimbal video which it's i know uh ryan has come out and talked about it but when you see it you go you know if
(2:46:18) you take it in context because you go oh it's just the video well if you take the video with the radar going no there's actually other things out there because there's at least 60 people that have seen these things on radar off the vacates it was it actually became i called a buddy mike who was running the wing at the time the fighter wing i said what are you guys doing about this he goes well we got to know tam out which is a notice to airmen which means there's these objects out there in the warning area so anyone can you
(2:46:42) can fly a cessna through the warning area it's all the warning area tells you that there's high military traffic and training out here it's probably best not to be here but there's nothing that prohibits you from going in there so these things have the right wherever they're from or whatever they are you know because people are like oh they're balloons well balloons float balloons don't sit in in in 70 knots of wind and stay in the same location they don't say they had an airplane because there was
(2:47:04) two there's the gimbal thing that's a pretty big object

there's also they talk about it looks like a cube that's inside of a sphere a translucent sphere what's that transparent how is that and so i've heard they almost hit one it's almost hit hit them so that's another that's one of the biggest another biggest account it's like almost hit a plane uh uh something that appeared to be a cube in a translucent sphere what do you make of that again you know what i mean that that's that's the most dangerous you're
(2:47:36) right the biggest frustration is when you do that you go okay so this thing passed between two airplanes and it was i think it was in like 100 feet or something like that of the airplane that almost hit it so they do is they come back and go hey i had a near midair what do you have in your mid-air with this floating beach ball with this cube inside of it and you go huh you know so they send out a no tam again and they they do a what's called a hazard report that says hey there's these objects out there we almost hit
(2:48:00) one you know and that gets sent off to the naval safety center um [Music] what was done i mean what are you going to do you can you know catch one go out with a giant net and try and bag one you don't know because they've seen them they've picked them up like hovering on radar and then all of a sudden they're traveling at really high rates of speed so you know what i'm gonna do what yeah what are you gonna do well and that let me ask this because this is what people kind of think about after
(2:48:26) you witnessed tic tac and after this these incidents as far as we know uh with the gimbal and the go fast it seems like people in the military did not did not react like what like did not freak out it almost like was a like a mundane event how do you explain that why didn't the people on the ship not the higher-ups why did wasn't there a big freak out or as some people suggest the higher-ups knew about it all along and just we're not letting everyone know that there's some kind of secret military
(2:49:02) uh uh you know it's like like tests yeah so let's talk about so let's say you've got this cool new toy which you call it a cool new toy you typically don't take your cool new toy out into an area where the cool new toy could get damaged or what if the airplane would have actually hit your cool new toy and you got two people that are ejecting or dead and you got a you know 80 million airplane that's now in the bottom of the atlantic you know tests are normally done in controlled environments just it's like
(2:49:31) any test a lab test or whatever when you take things out into the real world you know you're still going to test it in an area where something goes wrong so when they started and we'll go back to elon so my friend that worked there they had a rocket go off they were out in kwajalein and when the rocket went up a fuel line ruptured in the rocket and it ran out of fuel before it got all the way up and it came falling back down well when you're out on an atoll in the pacific if it's going up above you
(2:49:58) the worst case is going to land on you so you're worried about where else is it going to land and it actually crashed next to the atoll and and you know elon wasn't happy and threw this guy under the bus so um that's a test environment because you don't know what's going to happen so because someone said well when we chased the tic tac well it could have been some secret government thing well secret government things typically just don't come out and test to where

unknowing pilots you can't
(2:50:23) control a lot of things you're exactly right so you go you know it's you know it's not the doctor evil scientist that's going to throw shit out there to get there's control and there's reasons that we do it because a lot of stuff especially when you get to there's there's you build something in theory you model it you go hey this is it looks like it's going to work you get funding you build it you test it some more you bench test it you know you like an airplane with digital flight
(2:50:50) controls before it even leaves the ground they've got things over the pedostatic system that are changing the what the airplane thinks is the airspeed talking to it and it's probably up on jack so the gear up so it doesn't it thinks it's flying it doesn't know it's sitting on jack stands and they're just changing the pressure on the pedostatic system so they can actually make the flight controls move and they can get all the data back to go hey it looks like it's going to work and
(2:51:12) then there's when there's a bunch of stuff that they do that's a control environment which you can do the testing yeah throwing shit out in the middle of where people are doing exercises is the most preposterous thing that i've heard is it possible yes is it more really is it is it is it more likely it's more likely they're not doing that yeah and the other the other side of that question is why do you think people on the nimitz and in the us government in general not freak out more at the incredible thing that you've seen
(2:51:46) freak out in a positive way freak out in the negative way like what are the russians up to again or or more like what is this like so more turmoil so if you to put a chinese flag on the side of it or a russian flag on the side of it i said yeah it had a big russian flag on the side of it dude then it would have got a lot of attention it would have went high order yeah right if it was you don't have to say russia or china just say if there was another country's emblem on the side of this thing that we saw
(2:52:13) and said oh it belonged to them then it's a big deal so here's what's going on so we're literally in the middle of workups and it was a joint workup normally they we go out for a month go come back do stuff go out for a month this was a two month at sea period where we actually had to beg for them to let us when the ship pulled in at thanksgiving so we could run home up to the central valley have thanksgiving with our family and then run back down and do this okay so you know and i had just taken over i
(2:52:38) had the squadron for a month right so i'm a a brand new ceo i'm the most junior guy on the as as far as the commanding officer goes for time in the navy and actually at the time i think it was the most junior ceo for o5 command in the navy right so you go okay so i'm out here i got my squadron i'm running it i see this thing you know we catch shit for it i have a squadron to run i have the the the tic tac was over here and although an extraordinary event i have 17 air crew and 300 sailors that
(2:53:10) i'm responsible for right their well-being making sure they're fed making sure they're happy they're birthing you know and i'm working with my master chief and i'm working with my exo snap and and we're going through all this stuff i don't have a lot of time to worry about the tic tac yeah if people need to talk to me so you got

to remember you got the captain of the ship you got the airwing commander and you got the admiral those are the top three and you got the ceo of the the princeton who is a major command guy
(2:53:40) and that's really your big major command and then everything else is you got all the squadrons with your o5 command and you got the small boys that are out there which is 05 commands so in the hierarchy as far as rank and responsibility of what's going on i'm pretty much in the top 20 with all my peers and then i've got obviously the captain uh and the admiral right and then he's got some post-command guys on his staff that we were friends with i thought you were responsible for a lot of things
(2:54:05) yes oh yeah this schedule yeah there's missions you have to do a lot get the job done and there's no time for silly things that's exactly right so and we're the we're the integration you know when when a battle group deploys especially when you go to the middle east for what we were doing the air power is the key it's we take our airport with us we can park it anywhere we want and we can do what we need to do so we're kind of key players so when you get the theory that oh all these men in
(2:54:33) suits showed up so the captain of the ship never said anything to me the admiral never saying to and the people on his staff that i was friends with never saying to me the other ceos that i talk to on a daily basis never said anything to me and no one ever came and talked to me and i'm the guy that chased it so in all the theories and all the debunkers and all the stories because i don't know if people think they're gonna get rich on this because i made a big donut on this i can tell you what i got paid for i got
(2:54:53) paid to go out and spend 21 hours of my day going to la and do a five-minute talk for someone and i'm like and it wasn't for the talk because i'll talk for free because you're not paying me i said i said and then i got paid to go to the mcminnville fest because they my wife and i got to go because it was just look like fun because the whole town gets involved yeah and it's the only time i've ever spoken publicly in front of a large audience about this because it was just you know it was fun and i got asked and
(2:55:17) jeremy and george napping went the year before so i went with with bob lazar so i got to hang out with bob and his wife and his wife and my wife and you know we all hung out kind of you know talking not about ufo stuff but just getting to know each other as people because you know bob's like me the stuff that he talks about is not the center of his life if anything it ruined his life you know he's just a really really smart guy that's just like the rest of us trying to get through life yeah that's
(2:55:44) nevertheless i mean that was one of the sad things reading um uh louis lozando's resignation note from his uh uh he was the program director at the uh atip program like alright yeah one of the sad things is that he's mentioned that you know people in government just don't take this seriously as a threat like ufos as a threat like you said if it doesn't have a russian label on it it's a it's a sad thing to think about that that we have such a busy schedule that the anomaly it doesn't is a distraction that we don't want to
(2:56:25) deal with and it kind of just fades into history like literally it's kind of sad to think that if aliens showed up like and uh it just didn't it because they're not like when aliens show up

they're not going to be a thing that's on the schedule and if they don't start killing people they just kind of show up in some very uh nonchalant peaceful way briefly people would be like that's that that's uh i don't have time for this that's so sad it's like anywhere in the world so
(2:57:06) you know go back let's go back way back way back in the time machine you know there were people kind of scattered around the globe you know in europe's a perfect example why does france speak french and then right next to them spanish you know spain speaks spanish and then you kind of jump over and germans or german and the polish people everyone speaks a different language because if you look at the way the terrain kind of subdivide the original people that were there you know thousands of years ago they speak differently right you'd be
(2:57:38) like the us but see the us is different we all speak english because what happened we came over and we started on the east coast and we migrated west we won't get into the you know what happened and you know because the native americans all spoke different languages yeah you know it's that same type of thing so but anytime we have a tendency to show up you're you're actually you think about you're an alien if i go to a different area if i just you know go back 500 years where you know or a thousand years where travel we
(2:58:04) weren't traveling across oceans at the time we were well we don't think we were the vikings probably were um because we had limited you know we had to have supplies and the boats weren't as big we had to build them by hand we didn't have power tools and all that stuff so you know if you show up someplace like when the conquistadors from spain came over into south america and you've got you know the natives you're actually an alien you know and then you look at what typically happens when aliens show up
(2:58:28) in in a human alien world you know and when i say alien i mean you are not from that area the other we we take what we want and that's what happened i mean we literally defuncted civilizations because that's how we are you know humans are we're an interesting group so you go now what what if something is from someplace else just let's just let's just go off the grid and go ah let's say there are little green men yeah what are their intentions lou asked me this when we were talking to lou alezando and he said what
(2:59:01) do you think they were here for us i don't know he goes what i go hello they were observing they'd come down they'd hang out he goes what if they were prepping the battlefield what if they were observing to figure out what we do and you go that's interesting the other theory is maybe there's a more advanced civilization out here and they just check in on us because the threat to an advanced civilization is when a civilization that's inferior to them actually develops enough and fast enough
(2:59:25) to become equal or above because now these they become the threatened type so you watch us grow until we start getting too much you know it's kind of like you go well because they always have a tendency to hang out around nuclear right and you go well you know they're if this is an advanced civilization i'm gonna go science fiction kind of comical they come down and watch us and go look at the the the crazy upright monkeys now have developed the atom bomb let's hope they don't destroy themselves yeah if i was
(2:59:49) an alien civilization i would start paying attention with

the atom bomb that's why the i mean there's certainly an uptick of uh what is it ufo sightings since since the nuclear since the nuclear era yeah that's you go um let me ask a little bit out there question maybe it's a speculation but maybe touching on roswell do you think it's possible that there is out of this world aircraft or beings that are in the possession of one of the governments on this earth like the us government is it possible so the one perspective of
(3:00:36) that if it's possible is it possible to keep a secret like that i would say this i think it's very it's highly possible because if you go if you just look at all the sightings and let's go just look at project blue book oh it was what forget how many thousands of sightings and there's a percentage it's like 10 or 15 percent they still can't explain like our tic tac is one of them you know they basically the government has come out and said we don't know what that was okay so so if you go okay of that
(3:01:02) fifteen percent that we don't know and of these thousands they're still that 15 makes up a pretty big number what are the chances that not one of them crashed somewhere on the globe and was recovered and i don't care if it's a intact system or you got pieces of it of a metal that we can't explain or some some um biological matter to say the least it could be intact or it couldn't but the the odds of that now are starting to go down that you know that could never happen and i'm not talking just the united states i'm
(3:01:35) talking the world globally so is there a chance that a foreign government actually possesses or our government or someone in the in the world on the globe of the seven plus billion people has something that is not from this world and i'm not talking to meteor but something that was manufactured in some way that allowed transport or observation it could be a drone could be a foreign drone you know like voyager flies around and does all that stuff and we got stuff that just went past pluto that's out in the kuiper belt
(3:02:02) you know there's there's stuff out there floating around and what about ours it's going to crash into jupiter eventually or whatever because we've had stuff crashing the planets so if that's the case you would think something is out there that we have something that we can't explain and according to lou there's stuff that we can't explain you know and i would assume that lou who ran atip has has seen stuff that he can't openly talk about because you know because i had a clearance when you have a clearance
(3:02:29) you were you sign your name you're bound to that and to me that's an important oath that you hold to you know this is kind of where uh you know people have issues with bob so if you know and i leave it to you to determine if you believe bob or not i'll tell you bob is a straightforward very sane normal super smart guy bob sorry yeah yes there is the other side that says well should he have come out and talked you know to those who owe clearance who you know are true to the government you would say he should have never spoke he
(3:02:59) he was under an oath to not say anything but he did if you asked bob why did you say something his the his answer was i understand there's an oath but i felt that the technology could benefit all of mankind and it shouldn't be locked away and i'll leave if you believe bob that's that's kind of what bob says and that that's such a interesting key point if there is aircraft a technology that's in the possession of the say the us government should they make that

publicly known this is the snowden question this is the
(3:03:33) question of like do we release stuff that can potentially change the nature of human civilization like the the way we the way we think about our place in the world also the if that technology is potentially useful for military applications the nature of military conflict should we release that information or not if you were the government so here well here's exactly how so for for classified information the government is the people that classify it so i can't go i can't look at something and go oh my god
(3:04:09) this avion bottle is now top secret i can't i don't have the authority the ability or anyone to do that that's the guard that's up to the government i agree with that because i worked for the government for 24 years of my life so um i understand that but now you go there's reason stuff is classified okay and it has to do with uh sometimes information is classified by how it was obtained it's just like the mob if i have a spy and i'm a mobster and you're the counter mobster but i have a guy on the inside
(3:04:37) that's feeding me information i can't do it and a perfect example is if you've ever seen the uh it's the tom cruise movie what is it air america or whatever but he he plays the guy in louisiana who was hauling drugs for pablo escobar and he ended up getting a cargo plane and the government the cia was kind of funding him to do stuff that's how he got hooked up with pablo but they put cameras on his airplane and when reagan had come out and said here's pictures we have proof that they're
(3:05:02) running these drugs it didn't take pablo long to figure out those pictures were taken from inside of the plane of this guy he had been working with and that guy ends up dead does that make sense so you classify to protect the source you classify to protect the technology because if the technology would get out it could be grave damage or there's levels depending on if it's a secret or top secret there are levels of damage that can be done to the u.
(3:05:25) s government and our well-being as a country and we owe it to this because we're all americans you know to me no matter what some people will say even in this country this is the greatest country on the planet this is the only country that you have the ability to do what you want to do it's just don't be lazy and i have stories of people that came over here and started with nothing and they're they're living the american dream and they'll tell you and they didn't get it because of you know like you you came over here from russia you get
(3:05:54) no minority status or anything else you get you're a white anglo-saxon protestant whatever you're religious you're over you but you come over here i kind of knew that from the last time but um but you come over here you basically have made yourself you're educated you're working at literally the top research university in the world to be honest um i can do whatever the hell i can create and with a bit of with a lot of hard work i can do quite a and no one gave it to you yeah so i mean i'm a believer that like i mean
(3:06:30) we are uh a community so like there is a social aspect to it but the freedom and the american dream is a real thing and that this is this i you know i joke about being russian but i i'm an american and this is i do believe the greatest country on earth so there's a reason the nationalist pride uh the pride in your nation is a powerful

thing and around that this secrecy holds value but to me alien technology is bigger than that i mean it's it's not so much a threat as a you're holding back something that could
(3:07:12) inspire the world like human knowledge so let's talk in theory so i'm gonna go back to bob because i've talked about so bob is a propulsion guy right right bob has a bicycle with a rocket motor he built the rocket car you know so he did that so if you are trying to figure out a propulsion system let's just say this is i'm just talking this is dave's theory i am i own i have i have custody of this thing from a technology that i don't understand and i know it's a propulsion system so
(3:07:47) now i gotta figure it out right so who are you gonna go to right you go find someone so you go wait here's a guy who at the time was working at los alamos which they have proven who is big into propulsion he designs all this he builds a shit in his garage hey he's super smart why don't we bring him in so you hire him on a contract and you go hey we're going to brief you into a program and he goes and works on wherever he says he worked you know that's not important but you get access to the technology to try and figure it
(3:08:15) out and then you go well you know bob comes out and says you know like we're figuring out these things but there's a part where our technology isn't advanced enough for us to figure the whole thing out so then you know and let's just say bob doesn't come out and tell anyone he he works on it until he gets to the point where he's stagnated he he said he's in a wall you go i can't do it so sometimes the best thing is to bring in a fresh mind so you go find someone else who's in a propulsion you
(3:08:39) bring them and they work they can't figure it out or they get to the point where kind of back to the einstein theory where hey i've got all these theories on how it works but we don't have the technology we haven't advanced enough to actually do what we need to do we still have to advance technology more so then what do you do you shelve it you go hey good project's over and the contract you shelf it and you wait another 10 years and you wait another 10 years until technology and our abilities and our
(3:09:02) our research advances more and then you go find new people to bring in that are experts in that field and go hey we want you to work on this thing and here's what we know about it so far or you don't tell them anything because because remember if you if you reveal someone else's research you can taint their beliefs they'll start to sway in that direction so you go i'm not going to tell you anything i'm going to give you this thing and now you tell me what you think and as they progress if they get stuck
(3:09:25) on a problem that maybe bob and someone else solved earlier you can go hey what about this you don't have to tell where it came from what about this and now they can leapfrog and they get another two steps closer to the final answer and then we get stuck by our evolution of technology do you shelve it again do you think that's the right way to do it because it's heartbreaking i don't listen i love government but we just had this discussion about elon and so on the the alternative approach is to
(3:09:53) release this to the world and say there's a mystery here and then the elons of the world the jeff bezos who talked about money but it's also not just money it's like this engine that's within we talked

about the american dream to say i'm gonna be the one that cracks this mystery open and like that's within a lot of us and like money aside people in their garage just will but you're thinking like a scientist now let me now let's shift to let me think like a country so we have country
(3:10:23) a b and c and you can look at the nuclear arms race so we know that germany was really close we know that russia was getting pretty close we just won the race and we were the first ones with it yeah and still to the state germany could have won they could have won they could have won but someone was smart enough to not finish the equation when they knew they had the answer it's literally what it comes down to someone was smart enough to realize that that that got into the hands of the nazis that it would be the end
(3:10:51) and and that's that's a tough call to do that knowing that you have the answer and you can't solve the problem because it will go into the wrong hand and that's kind of the fear when you look at this you go okay so if we do this if we put it out there we've got this technology if we don't work on it kind of international space station like we're all going to work on it together in uh you know like antarctica is really supposed to be treaty free from any weapons or anything we're supposed to we got the
(3:11:17) international thing down there we're all going to work together if you did it in the confines of that and you could control the flow in and out because what you don't want is the someone stealing information and getting it back to where and countries are notorious to do this hey we're doing internationally but we're secretly doing it ourselves to see who can come up with a solution first that's the problem because we have this inherent thing of power and technology like that is power it would literally change the game of
(3:11:44) the way the world operates and from not just a transportation or mankind but from a military aspect it's got huge huge uh yeah yeah i guess so beautifully beautifully presented and there's i feel like there's a tension between those two places the scientists view the world and the national security view of the world let me let me get to this kind of interesting point which is a lot of conspiracy theorists kind of paint a picture of government as an exceptionally as a hierarchical system that's exceptionally competent
(3:12:19) and good at hiding secrets and then i mean i tend to not subscribe to almost any conspiracy theory to the degree at least that the conspiracy theorists do uh i agree with you but the there does seem to be and i tend to think of government as unfortunately uh uh incompetent at least the bureaucracy it seems that the communication like the three videos that were released and just the way of dod in general talks about the things we've been talking about it's just confused it's contradictory it's not inspiring
(3:12:58) it's it's uh suspicious it's just not even the way they release the videos you know the tic tac if presented correctly could just inspire generation of scientists it's like at the you know us going to the moon and it's inspiring i mean it's incredible like you know and and the way it was released was suspicious it was like low resolution video on a crappy website like with some crappy documents and uh i mean why what i don't know how to ask this question but can government do better why are they

(3:13:33) doing it this way in terms of communicating the things they do know to the public because i don't think they know how especially in this topic it's been hidden for so many years and i don't think uh because i don't buy off on the conspiracy stuff i just think that you know when it comes in like i said you know the government has a right to classify stuff they they classify everything because they don't know you have something you don't know what it is you don't know so we just go well it must be
(3:14:00) must be top secret and let's put it in a vault you know it's kind of like the indiana jones where they take the ark and they put it in the it's in the giant army warehouse um you know we don't even know what we have so but i also believe that you know and i'll say this openly i don't think that the american people need to know everything i think there's a reason that stuff is classified for the protection of this country and i totally believe in that so you know and i was joking with joe when he was
(3:14:28) talking about storm area 51 stuff i'm like yeah that's probably the worst idea you could possibly have is to just storm a military installation it's just stupid there are reasons there are reasons that we have things that we don't just let out to the public because if we do as soon as you do let someone know that you have something they immediately try and encounter it a perfect example the u.
(3:14:53) s and the 60s developed a bomber it was a mach 3 compression lift bomber called the xb70 okay there was three of them built three of them ever built it was a like 60 000 foot high you know mach 3 it was an incredible airplane when you see it there's actually the last one remaining is in dayton ohio at the museum you know it would go that wingtips would fall down it looks like a concord but it's way faster when that got out that we were developing it the soviet union developed the mig-25 literally a high-altitude interceptor to counter that bomber
(3:15:25) and they built an entire fleet of mig-25s right we built three xb70s and we scrapped the program right because now you go well it's the technology is cool we proved it but now it becomes obsolete so it's not even worth building a whole fleet of these things you know it's constant it's a chess game we do something they do something we do something they do something and it's we do something and then they counter it they got a fee it's you got to figure out how to defeat it so you go oh we'll build something so
(3:15:54) the more we keep uh quiet especially from a defense standpoint the better we actually at person i think we talk too much and i think the the military and the dod is starting to see that you know we're too open you know you know you announce hey we're building this because there's a budget line and we live in a free society um but you don't have to release all the specs and you don't have to put everything in open source but that's a problem when we go to the universities if we want to go do
(3:16:22) work with mit and you want to partner with mit and you're a defense company and you want to partner you know you guys have a rule that if you create it then it can be open source because the university owns it and we are an institution of learning yeah where the defense side might go we don't we don't really want that published in a paper in scientific america or i call it a break i talked to the

cto of lockheed kaoko jackson and just just conquers the some of the best if not the best engineering and science but engineering
(3:16:51) really ever is done in secrecy and it sucks because it's so inspiring and they can't talk about it it is due to funding the us government has deep pockets you know some of this new technology that you develop for an open source unless this goes back to the original conversation we now there's enough money in the private sector that individuals control yeah bezos i'm not talking amazon i'm talking jeff bezos a single individual worth over a hundred billion dollars he has the ability to do stuff i'll tell
(3:17:26) you what the gates foundation with between bill gates and and and his his wife and warren buffett and some of the other money because i think uh bezos's ex-wife actually donated a huge chunk of her half into the gates foundation so i mean what's the gates foundation worth these days you know if and these are guys you know brilliant brilliant i mean some of the greatest minds that we have to go you know what are they doing because they have the ability it's a non-profit they can go hey i want to fund this i want to fund this
(3:17:53) research they can look beyond the conflict between nations you can look beyond the conflict of having to have you know classification you can do what you want you know it's just like you know we we classify how to do uh you know the whole nuclear you know how to create critical mass right but there's really smart high school kids that have figured out mathematically and they do their science project and then the government comes in and says hey we got to classify your government because we just don't
(3:18:17) want this out in the public domain which i understand but they never stop them from free thought and developing that it's just we really don't want this out there okay so i understand that i totally understand that but if they you know if if bill and melinda want to do this and go hey we want to do this and they're going to work with bezos and they're going to work with elon and we're going to be think about it there's a significant amount of money that could be available to r d and i'm not talking just science
(3:18:42) like this i'm talking medical research and all this but then you go who gets it because now you're competing against the companies that actually do it you go is that well are they the greatest minds i'd say you know that we have a tendency to go these are the best that we have and i'd say well no that's the best that we know we have but there's probably people out there that don't want to work there's brilliant minds that don't want to do anything with defense because they just disagree with what it
(3:19:07) does so they go to another path they can do something else and that in a sense like the elon's of the world that jeff bezos actually in a certain sense much better than uh dod at finding the brilliant weird minds out there because they're not tied to the government so when you work a government contract the government writes they tell you what they want and then they work with you on the requirements and they usually have a an end in mean you know they have an idea that this is what i want it to be where if you go to like spacex
(3:19:41) where you know they come up with why don't we just land these things on a pad and reuse them yeah well if the government scientists if you're on a government contract says no that's not the

requirements we're not paying for that we want you to do this you're kind of controlled or when elon does it his company they can do whatever the hell they want to do because they have no bounds the only bounds they have is the liability if it doesn't work and it lands on something so what do you do you
(3:20:03) go out to kwajalein and you test it and if it crashes and it lands in the ocean hey we clean it up no big deal we lost some money but we'll move on it's you know money makes the world go round contrary to what everyone thinks but you know there's a lot of money that's sitting around that you can do a lot of really cool stuff with and i don't know i mean i'll guarantee that uh what is it blue origin isn't that amazon yeah you know that they're doing some cool stuff because they have
(3:20:26) funny and i joke with the guy i know that worked at spacex and he was funny because they were building the first test thing and they they were limited and elon found this like 400 acre thing i think it's about 400 acres down by waco texas and he's like i go how he goes he goes dude i worked he goes i worked with he goes because he's done government contract he goes there's government contract and then there's working at spacex with elon money and that's what he refers to it as his elon
(3:20:53) money where it was like don't i'll throw them and he would throw the money at it and make it happen and it's i'm talking this fast yeah i mean he talks about he has a great story about this i mean this is elon this is how fast you can do in the private sector vice the government where there's the bureaucracy is they had a company that was a basically a tool-and-die machine shop that did a lot of their high-precision parts for the rockets they had went to the guy but he had contracts with other
(3:21:18) companies and when the economy was down the guy was actually looking at going out of business so the guy i know he's telling me the story he he was talking to the guy he had to go over there and get something and he's like holy shit he goes hang on so he calls up on the phone spacex he says hey is elon there can you get him in the board room we'll be there in 20 minutes so he grabs this guy who's literally going to fold his company they go over to spacex and i may be getting some of this wrong if people are
(3:21:42) going to fact check me but this is pretty close they go in the boardroom and and he said literally within like you know an hour or two elon has bought the guy's company that guy is now a senior vp running the his company and they're gonna pull all the stuff into the spacex thing so they can actually build the parts and they can still contract out to make the money outside and it happened like that fast it's not just money it's because i've seen i witnessed it too with elon i think it's uh
(3:22:12) whatever the whatever the forces of capitalism that that uh allow a person like elon musk to rise to the top but like because i've also worked for darpa like for research for in terms of a source of funding i i there's a weight of bureaucracy when i was working like being funded by darpa and with elon like i was literally in the presence of like anything is possible cutting across all the bullshit of paperwork of the way things were done in the past of the bureaucracy the rules the constraints the all of that stuff just you can cut

(3:22:47) across immediately how much money and time do you waste dealing with your bureaucracy when you could actually be doing real work that's the difference this is why i honestly when i went back to the industrial defense complex that we were warned about when you look at it and go spacex can do something for half the price ahead of schedule that would boeing were paying boeing and you go oh well this just came out you go well then why are we even dealing with this side when we can deal with this side yeah because you've got a fully automated
(3:23:15) capsule that has a manual mode that they got to fly around in it worked like a champ it went up it hung out it came back it splashed down it worked perfectly you know we're gonna dust it off and oh by the way unlike the apollo capsules that were used and then put to museums they're going to reuse that dragon capsule it came down they're going to dust it off put a new coat of paint on it slap it on top of another rocket and away it goes holy cow it's amazing it's a shift it's a complete shift and mentality and for
(3:23:44) us as taxpayers we can explore at half the cost yeah it's exciting especially given putting the tic tac in context like then the sky or but it's limitless the possibilities we could do with this kind of mechanism i think it's exciting yeah i think we live in an exciting time right now besides everything that's messed up in the world right now well this is a this is a hopeful like there's so much conflict going on so much tension uh that's to me space exploration at the moment is a reason to uh get up in the morning
(3:24:13) and have a hope for the future to look up to the sky and we're humans we can like solve so many we can solve all of this i was talking about when i was doing the tucker thing and i said uh this would be great you know because when the government had come out you know a month ago and said hey this does exist we're doing this and we're going to release more stuff and i was texting like lou and chris mellon and those guys before i went on because they had called me up to be on tucker's show and i'm
(3:24:40) like hey i go you know this would be great you know just come out with this find the the relic of a spaceship like pull out the roswell wreckage if you have it pull out the roswell wreckage and do it god it would be so nice to not have to deal with the the riots in the cities and i mean i know it's an election year and all that but god it would be something it would be refreshing to not have to turn on my tv and see everything that is just depressing in the world to begin holy cow we actually do have this and we're
(3:25:08) working on this technology imagine if there is a roswell aircraft and they pull it out imagine the innovation that happens in the next 10 to 20 years without any more information than that just the innovation that happens the look on elon musk's face look on jeff bezos's face and all the brilliant engineers we changed the game it would change it would change the game completely let me ask the big question i apologize for the absurd romantic nature of it uh outside i mean one of the things the fact that you've
(3:25:37) laid your eyes on a ufo probably opened your eyes to the possibility that some of the other sightings there there could be other sightings that have legitimacy to them what to use the outside of your own sighting is the most interesting citing or ufo related event in history i think there's several what is it ramishine forest

in england uh the u.
(3:26:07) s guys that saw stuff and actually got radiation burns one guy was medically disabled but they weren't going to give it and he had help from jim carr john mccain his office helped get the guys uh disability reestablished i think that's a big one uh i think there's people out there that have seen stuff and i'm talking credible uh because there's you gotta remember there's a huge chunk of these sightings that get disproven they're they're actually explainable yeah uh you know you had sent me the question
(3:26:36) the the phoenix lights i think there's what's that so i'm sorry i'm not familiar with some of these the the uh i'm not either it's i want a funny story on that so i was at a i was at a conference and hopefully he doesn't watch us to get offended but we had this uh this it was i call it speed dating so there's a table there's about eight people at a table and we would go sit at the table and they could ask us questions and then after 10 minutes we moved to the next table so i was speed dating all these people
(3:27:04) that are really into this yeah it was kind of funny but i'd sat down and it's always funny because some people will try and dominate it but you know you have to kind of push the dominators away so that you know if you're quiet and introverted you can ask your question too so we got into this and the guy starts naming all these well what about this what about the phoenix lights i'm like i don't know about the phoenix lights what about this event i don't know about that he goes he looks at me and he goes well you're
(3:27:25) not a ufo guy i go no i'm not but i chase one so i'm an expert have you and you could see him get deflated because i'm kind of a smart ass like that yeah i mean the first hand experience from a credible in some sense these sightings have to do both with the evidence and the human well i think part of that is to us that's a credibility piece because the four of us that actually saw it plus you know the other two that were in the airplane that shot the video none of us are ufo obsessed people so when we come out and say because to me
(3:27:56) it's just it's five minutes of my life i mean i did a lot of really cool i've had really kind of neat things i've been able to do um but when you look at it and go uh we don't it to me it wasn't it's not the pinnacle of my life you know to other people that they live in the ufo world and it's like they you know if you talk to people they'll go that are really into it who've never seen one it kills them that they didn't see one when here we are because and what's
(3:28:28) unique with ours which kind of adds that level is it wasn't we just didn't see it it wasn't like oh look something in the sky and it was weird we actually engaged with it you know it was yeah that was an engaged five-minute thing and there's other stories from other countries like there's a story of in the back in when the soviet union existed that they actually would chase these things and one of them shot at some you know it shot it because they said shoot at it and it shot it and then it got shot down
(3:28:53) and then they said don't ever shoot at them again and don't chase them just you can observe them but don't go after them because obviously they have firepower that we can't control because if you can make something float around and jam radars at will and do whatever you want you know modern terrestrial weapons are probably not very useful

you know you can go to independence day they add that force field around oh we gotta we gotta now you gotta cyber warfare you gotta take the bug down you gotta take the warfare
(3:29:16) so now we can actually inhibit some type of damage so there's a i mean you mentioned the phoenix slices somebody on i think read it said uh ask him any thoughts on mass ufo sightings like the phoenix lights so the interesting thing like you said with the tic tac is that multiple people laid their eyes on this what what are your thoughts about the phoenix lights or many people have seen here's the deal with massive sightings so the phoenix lights is unexplainable although i know the air force had said something about it was an a10 drop in
(3:29:44) flares no i don't think so yeah oh flares don't burn that long they just come out and they you know they detract when they go away although on the other hand there's you know because clouds can do things so so i lived in central california for 18 years and you would get oh my god what was that in the sky and it was really vandenberg shooting a missile off you know they were doing icbm tests at one time where they shoot from vandenberg and they fly across and they go land in the atoll at kwajalein you know and then they can check the
(3:30:11) displacement the accuracy and all that stuff you know it's stuff that we do because we're a power but when you see them go up you know especially if you've ever watched a rocket really launch on a clear night it'll have the stream the glow and you can tell it's a rocket but if you don't look up until later when it starts to get to the outer edge of the atmosphere where the plume coming out of the engine is not constrained but you can watch this on tv when leaving the spacex ones go it's nice and narrow
(3:30:34) narrow narrow and then it hits a point where it really starts to go up and it starts to come to the sides because there's the forces aren't holding that all into one unique thing and it looks really odd and then it'll go off because it burns out and then you get stage separation then you see the next one go off and then it's gone um and people don't understand that because they didn't watch it from launch because we used to sit in our driveway and you know vandenberg is it was a three hour drive but you could sit and
(3:30:57) watch it go you knew they're launching at night you'd watch you watch thing it's really cool if you don't see anything what you see is the weird clouds from the exhaust plume you know what's left the residue that's sitting in the atmosphere and the wind starts blowing it so you get these really kind of weird shapes in the sky you know that's part but when you go to phoenix lights and you go hey you know when when a thousand people see something you're gonna discredit all a thousand
(3:31:19) people are you gonna try and explain it away with something else you know you know the big it's a weather balloon you know it's a weather balloon again just like the tic tac i think is just inspiring uh for the limitless nature of the science i think you're i think more is going to come out i think some of the stuff that the the to the stars folks have done uh so there's a stars academy yeah what are your thoughts about them are they um i talk to them quite a bit um i am not a part of to the stars
(3:31:50) academy i you know but you know like i talked to lou i just was texting him before this yeah so he they're what's their mission

what's their hope what's their what's there when they started their mission was to try and don't look at this as little green men but let's look at this as a technology and let's try and almost reverse engineer and figure out how these things operate and how can we explain this from using our knowledge you know physics based knowledge to go how would something like
(3:32:19) this operate that's really their bottom line was to try and use and then couple that with because they've got the series unidentified um couple that with television to get the word out so you're actually putting something instead of because everyone has a theory you know ancient aliens covers all kinds of theories you know it's kind of off of oh my god and i've seen the stuff and i've seen stuff that i've said taken out of context on shows that i did not talk to uh so there's all that because you can
(3:32:49) take a clip and go oh it's this it's that you know and if i know about stuff like you can't technically use my likeness unless i tell you you can so if i haven't signed something you can't do there was a guy who put something out and i was in it i told him you can take it down and you talk to lawyers because i'm not i'm not supporting you so they use it to tell some kind of narrative that this is not connected to let's face it if you're making tv shows there's two reasons to
(3:33:10) do it one you want to get word out or two you want to make money or three both and so usually it's i would say the the make money is probably the biggest thing to put a tv show out and the the mission of the to the stars academy is to not do that this is is to try to get some when i when they started and i talked to them because i've talked to tom and i've talked to lou and those are the two main players it was to basically demystify the fact and get rid of the the stigma that's tied to ufos and let's
(3:33:41) look at it from a science base and then use tv to get the word out on the progress and they've done some pretty cool things i mean you know they've the the italian government gave them all kinds of files that had been you know property their government they got a bunch from it might have been argentina gave them all kinds of stuff like here's all our records what can you do with it to try and now pull from country based to a more global based research which is what you were talking about and then using independent scientists
(3:34:08) that are not tied to a government i mean any government but just using independent research agencies to start looking at some of the metallurgy because you go oh i found this we had this piece of metal what is it and some of the stuff has been explained they've got some objects artifacts that have not been explained and that's slowly coming out you know and i think uh and your hope is the us government will release well the government is the government the us government came out a month ago and said you know we have
(3:34:31) we have uh we have material that we cannot explain the origin they have said that they just haven't released the wreckage from the roswell thing which i keep joking about i'm like come on it's 70 some years old i mean let it out i i think he put it beautifully that in this time that would be a heck of an inspiring hopeful thing to see like people don't just to distract them yeah the division is i mean nothing will unite us humans descendants of chimps uh like uh the idea that there's life out

(3:35:04) there oh it would literally change i said this a while ago i forget i think as the london sun times had called me and i said you know personally i think this is a global issue it's not if there is stuff coming down which we're pretty sure there is there's enough stuff that we can't explain if there is stuff coming down then this is not a country based thing and it's not about technology and it's not about who's going to win the next war because you don't know what they're doing so you got really
(3:35:28) a couple of theories one you've got e.t or close encounters and the other extreme is you've got independence day are you going to prepare and bet on et and close encounters or do you actually try and do stuff in case it is independence that you actually have a game plan and when you get into independence day that scenario you know and i don't like going too much into sci-fi but let's just say in theory that that becomes a reality it's not a us russia china england france spain name any country and any continent it
(3:36:03) becomes a global issue and the only way you can deny it's just like americans we all you know we're divided it it's been that way forever so if you think we won't get through this we'll get through it because we've had times just like this before until nazi germany pops up but in nazi germany pops up or someone flies two airplanes into the world trade center and then all of a sudden we're all like united we also have very very short memories yes we do exactly it's when you look and go uh
(3:36:30) well we can do this and you go no no if if you think that everyone on the planet is good you need to stop taking the drugs that you're taking you know we said this there were people during the rise of hitler no no it's it's okay no no it's okay we're not gonna do we're not gonna stop no no it's okay no no it's okay and you gotta think the only thing that stopped hitler was his ego by going into russia if he just stuck with the pact with stalin and not went to the east and had to fight and it was really the
(3:37:05) russian winner that crushed him and he would have put all his high troops to the other side there would have been a totally different outcome the man in the iron the man in the high tower whatever it's a netflix show where nazi actually wins it and you look you know we didn't know everything that was going on especially the atrocities with the concentration camps and what he was doing to to the jews i mean it's you look at that going if you really want to see evil and then there's the whole side of what stalin
(3:37:31) did because he actually exterminated more people than hitler did but that never gets the press and the thing is we forget this we forget this history in our conflicts today we forget that there is the nature of evil we forget that there's real evil in the world and um the thing to fight that evil is to be united to be uh both it's like this interesting line like you talked about joe rogan of being both like kind to each other compassionate empathetic but also being like strong and a bad motherfucker when you
(3:38:08) need to to make sure that you that like there's a balance between kindness and force that is you you use force when force is necessary but you don't have to walk around like billy badass all the time i mean some of the toughest people that i grew up with that literally could kick the shit out of whoever came near him they never got in fights because one even people that didn't know them because

they were actually nice guys you know they were they're just good dudes but you know if you cross them like i
(3:38:36) had a friend of mine uh he was he's a nationally ranked wrestler he went to went to naval academy with me he's a very very good friend of mine um and uh he is when you meet him and he wrestled at 190 pounds and he did not lose a match his senior year until he went to nationals he just had a bad day he actually lost to a guy he had pummeled the shit out of and he would cross it was funny we we joke about it even with him because when you meet him he's like the nicest like lo go hey hey dude you know hey how you
(3:39:04) doing he's super nice he would cross that ring on a wrestling mat as soon as he crossed that ring it was like a totally different person and he would go out there and just destroy people i mean physically destroy like put a hurt on and he would get done and he's like super humble and they'd raise his hand and he would he he'd have this blank expression they'd raise his hand and he'd walk off and as soon as he crossed the line he'd he'd look up and smug hey hi guys how you doing like he literally just went
(3:39:32) could rip someone's arms off but as soon as he crossed line he's a totally different person he's like and he's that way today yeah he wouldn't even tell you he's a wrestler yeah that's kind of a symbol of the best of america that's what america is oh he's that wrestler he's across the line you're you're uh you could be hard but when once you're off the mat you're just a kind human being yeah i know you're super humble uh saying it's better to be lucky than
(3:40:02) good but your story is inspiring that the entire trajectory of having a dream of accomplishing that dream of having one hell of a career what advice would you give to a young person to a young version of yourself today that listens to this and is inspired that wants to fly or wants to go to space who wants to build the rocket is there advice you could give them about life about career about anything yeah yeah um first let me start with uh and you had a question on inspirational people so my grandfather i had mentioned him earlier a huge funeral
(3:40:47) a beer delivery guy um was delivering beer and the 60s riots were the the guys the black in the black neighborhoods where you know white people didn't go and my grandfather's sicilian he was one of the first ones in his family born in the united states so my great grandmother and i had aunts and uncles that i knew growing up that actually came over on the boat um huge huge guy and just the nicest friendliest would give you the shirt off his back obviously proven by his funeral and i'm talking at his funeral
(3:41:14) the head of the black panthers was at his funeral in in toledo ohio the mafia guys were at his funeral in toledo ohio uh i mean it was literally a mix of of of who's who and he had told me once you know because when you're little you start looking and i grew up basically i was probably middle class lower middle class my dad was a fireman you're not rich he's working for the city it was a paycheck to paycheck living is how i grew up and i was talking my grandfather one day and he said something to me and this is
(3:41:41) this is literally how i run my life he said it was about money because you'd see you know back in the day if you saw someone in a mercedes that was rare you know they weren't everywhere and you know people didn't you couldn't lease a car you actually bought a car and

usually bought a car with cash um so it's a totally different than we are now and he said he goes you know david he goes they're no better than you and you're no better than anyone else he goes you got to remember that he goes
(3:42:03) everyone's different he goes treat everyone with the respect and dignity that they deserve he goes and if they're poor if they're homeless he goes it doesn't make him a bad person it just that's that's who they chose to be and you make choices in your life but never ever look down on someone because you know there will always be someone that will look down on you and you should never ever do that and i kept that close to me he was a huge influence was my mom's dad um just a big big influence in my life
(3:42:29) and the way i carried myself um and he was one that would say you know you can be anything you want to be you know he grew up dirt poor you know and the fact that he had bought a house and took good care of my grandmother and did stuff like that you know to him that was a success and to me it was always you know trying to better and move on and he was the one you know my parents were a big part of this too was instilling that anything is possible so when i'm four years and 11 months old in 1969 you know and i'm watching neil armstrong
(3:43:00) walk on the moon and i'm asking my mom and she says well they were all military pilots and you know we had an international guard that at the time was flying f-100 so i'm dating myself um and i was just fascinated with flight and i just looked at that going that's really what i want to do and i never lost sight of that there was always i could do this or do that and when i was going to go to college before i enlisted in the marine corps i was accepted into natural resources at ohio state and i'm like ah
(3:43:23) if i can't fly i'll go be a forest ranger because i wanted to hang out in one of those towers in colorado and look for fires because that's just i like that stuff you know it was that or be an oceanographer because i was fascinated with jacques cousteau and i actually that's my degree my undergrad degree is jacques cousteau so influences are neil armstrong and jack cousteau i have an oceanography degree i got an mba from university of houston goku's got to mention them and then uh and so you're looking people go what are
(3:43:47) you what are you going to do with that and i said you know i got an oceanography degree because i go well i'm going to sail on the ocean so at least if the ship sinks i'll know where i'm at and that was a kind of a running joke and then and then there's so these passions and underneath it is the is the belief that you can be anything you want to you can you know i told my kids this you know when they were young you know it was tough especially for my son so when nate was about five six years we knew nate was
(3:44:11) colorblind you know my my wife's brothers are both colorblind it's really color deprived cleared applying you see black and white he can't tell he has issues with greens reds browns it's funny if you're ever around someone like that because he'll go i'll go what are you looking at he goes right over there by the red thing i'm like what are you looking at i go this i like he had a hat on one dagger which one are you gonna eat he had a hat in his hand it was green he goes i'm gonna get the green one i go oh
(3:44:32) this one right here he goes no the one in my head i go nate

that one's brown he's like leave me alone dad he got the brown hat because to him it looked great yeah so he couldn't fly he came he said i go what do you want to do nate you know you're talking to your kids and what do you want to use i want to be a pilot no now i got to tell him because he's looking at me because i'm a pilot do you can't be a pilot he's like why can't i be a pilot i said because you you got eye issues you know so you
(3:44:55) got to redirect and the other one was because i had i stopped flying i was 42 years old and i was like and it was my childhood dream so it's like a pro athlete i know exactly what it feels like when you know brett favre has to walk away from the nfl when you still can do it good choice of quarterback by the way the greatest of all time but whatever so you you do when you look at it and you go i understand what those guys feel like when you have to walk away from something that you love and you think you can still do it
(3:45:21) um so i told them i said look i was talking to both my kids and i said you know find something that you want to do that you love to do and that you can do your whole life and you should be able to do good things for other people you want to be able to help other people that's what i said so both of my kids and there's no one in my family both of my children one of them is my daughter is a doctor doing residency in internal medicine right now and my son is in his third year and they're both going to be doctors
(3:45:54) and until i look at it is you know people go oh you got two dogs i don't care i told my kids if you want to be a garbage man or you want to dig ditches i don't care just be be the best ditch digger that you can be i said and be happy doing it because what you also find is that we are in this big pursuit of money money money money money might be that's what makes the world go around but what you realize and i'll go back to my grandfather who didn't have a lot of money and he was probably one of the most
(3:46:17) happy people on life and unfortunately he died he died at 65 he had a massive heart attack because he didn't tell that he he kind of knew what was happening and he just made the choice to to do and it was devastating to the entire family but he didn't he didn't have a lot of money but i'll tell you what i know a lot of rich people who have funerals and there's nobody adam yeah and my grandfather who's a beer delivery guy had i i i it literally it was like three miles long the pope it was crazy yeah who died
(3:46:44) that was because it was like he's a catholic he's just you know italian he goes you know who died the pope and i go now that's my grandfather and then the next funeral i went to was my aunt his sister and there was like you know 30 people and i looked at my mother and i said where's everybody at she goes oh no this is normal this is what a normal funeral looks like so it's you know for young kids bottom line one be nice kindness will get you i'm a big believer in karma kindness will get you a long way in the
(3:47:12) world you know it's easy it's it it's easy to be nice it doesn't cost you anything i said you know and get rid of the hate and number two is follow your dreams because everyone is capable of everything and there's a there's a self realism like you know if you really have trouble with math getting a phd in applied math is probably not something you're going to be able to do but understand

yourself what your own capabilities are and you know inside your heart don't let anyone ever tell you what you can and can't do
(3:47:38) you have to determine that yourself and go for it and and and you can do anything it's just it's it's a great the world's incredible it really is let me ask the last yeah big ridiculous question uh so you've lived much of your life your career is kind of at the edge of life and death so let me ask kind of uh several different ways the same kind of question one d do you have you pondered your mortality the finiteness of it and the bigger question to ask even in the context of your uh tic tac encounter
(3:48:21) is uh what do you think is the meaning of this uh thing we got going on here the meaning of life human life in this sense so let me start with have i pondered my own mortality yes quite often um and i don't get into my religious beliefs or what i am but i will tell you that i do believe in god i've just seen too many things in the world that i can't explain and some people will explain it by subconscious so i'll give you a story and this kind of puts in the thing of do i fear death so i had a good friend
(3:48:53) of mine that i used to fly with we were stationed in japan together and japan had this incinerator that put all kinds of dioxins so there's a real high cancer rate for those that served on the base in atsugi japan him and his wife had one son and their son passed away just before his 18th birthday of cancer and i was hanging out with i'll call him john and i was hanging out with john we were in oil and gas he'd come to the same company and we were doing an event together and he was opening up to me because we were actually the demo pilots
(3:49:27) we do the demonstration for air shows and stuff and uh him and i were sitting there talking and uh he was giving me the whole story and and how he really changed his look on life that we're only here for a finite time and that we're all going to die well unfortunately after all that when it was really going him and his wife had moved to a location that fit their you know close to the water where they could do stuff and i won't say where um and he was doing what he loved to do and he got diagnosed with throat cancer
(3:50:00) and i was talking to him uh it was probably about maybe two months before he died um and i said dude hey you're sad you mean this is your friend and i'm kind of really bummed out and this is the guy this is a guy that's dying of cancer and here's what he tells me he says dave dude we're all going to die he goes but i have to look at it i have to make the best of the time that i have and i said i understand that he goes with the exception of not being with my wife who he loved dearly he goes i'm okay with dying
(3:50:39) i've had a really good life and um about because actually the original announcement when he when he finally passed away a buddy of mine called me because i don't do facebook and his wife had put it on facebook that he had passed and about the day before he died for some reason i was thinking about him and i had a dream or i think it was a dream or an altered reality you can get into whatever uh but he was there it was just him and i and i was really sad in the dream i was actually crying and he was there and he was actually in
(3:51:16) his uniform he was in his whites and uh because he's a navy and we were just talking and he looked at me and he said and this is in my dream he's like dave it's all gonna be okay and this is this is like and this is a vivid conversation i have this people are don't

think i'm weird about this but um but you know i know what my dream was and you know maybe it's my subconscious creating the dream but in in reality to me this was real that it was put there for a reason he's and he basically explained
(3:51:42) everything he's it's okay i'm gonna be fine my wife is fine he goes this is this is what's meant to be you know but you know and the bottom line was make use of every day that you have because you don't know and literally two days later i find out that he passed um so but ultimately he accepted the finiteness of it he did well you have to and it's like i talk about you know money and job position and this and that i said you can get in any you know you can go to a company just remember when
(3:52:12) you want to be a vp of a company you sell your soul to the company you have to i said if you look i joke with people at work and i said i said you know when you ever think that you're important or this guy has that i said when you're sitting on 93 or 95 128 and you're sitting in traffic and we're stopped which doesn't happen right now because of covet but normally it's stop it's bumper to bumper and you're sitting here like i was coming down here by the gas tank um when you're sitting there look left and
(3:52:36) look right you know and there can be a lamborghini or an s550 mercedes and on the other side there could be some piece of crap car we're all sitting on the same freeway at the same time trying to do the same thing which is just get home so we can be with our family because the most important thing that we have it ain't money it ain't our job it's not our position i go because when it's all said and done you could be you know you can be with the exception of the presidents of the united states i mean
(3:53:05) name the vice presidents most people can't and eventually they're going to die or eventually you're going to see a statue of a guy from the 1700s in the boston area and you're going to go i don't even know who that guy was did he impact my life he probably did but eventually people forget yeah you you realize what's important now and the one thing that you have is your family and your close friends and that's that's it you can take all the money or everything else if you're down on your
(3:53:32) luck you know who is going to be a we is joke who are your true friends it's the person while there's there's ones that i won't say but you know hey you're broke down on a road in the middle of nowhere and it's three o'clock in the morning who you gonna call is gonna get in their car without complaining and come and get you and that's life those that is life the people you love it's it's it's the people you truly care about and contrary to i have you know oh my god i got
(3:53:56) 6 000 facebook friends you got about that many real friends that you can count on and that's it everything else doesn't matter no it doesn't matter it doesn't mean you might be nice i mean i have there's acquaintance friends that i'll do anything for and then come to my house and stuff but then there's the people that you know you know like my cousins who are like my brothers that you know at a moment's notice you know when when my uncle passed away at a young age you know who lived literally right down
(3:54:23) the street from me and my cousin chad and i got two boys there's 14 of us but there's only two boys there's three of us

together and we all grew up in the same neighborhood same schools play football together all that i said if one of those if rare chad ever needs me if something happens like when my uncle died it wasn't it wasn't an issue if i'm coming home it's i'm booking the ticket and i don't give a shit what it costs because i will be there to to be here with you and and then those
(3:54:49) two guys and my college roommate is another one that i'm very very close with you know you know if there's there's i have a handful of people that you know i will drop literally everything even if my wife would be pissed at me at times she's like seriously i gotta do it yeah and now she knows and it's the same thing with her i mean she knows that there are certain people in her life that if they really need her and she has to go she would go and i would let her go so given all that i'm honored that you would uh come here
(3:55:22) and talk to me and take the time dave is one of the best conversations i've ever had thank you so much it's a pretty long one it probably sets the record for the longest one so i i i mean i i'm a loss awards one of my favorite conversations thank you so much for talking to you dave you're welcome thanks for listening to this conversation with david fraver and thank you to our sponsors athletic greens expressvpn and better help please check out the sponsors in the description to get a discount and
(3:55:51) to support this podcast if you enjoy this thing subscribe on youtube review it with five stars napa podcast follow on spotify support on patreon or connect with me on twitter at lex friedman and now let me leave you with some words from carl sagan somewhere something incredible is waiting to be known thank you for listening hope to see you next time

Cmdr. David Fravor: The True Story of a Pentagon-Verified UFO Encounter | Merged Podcast EP 11 - YouTube
https://www.youtube.com/watch?v=KuX4GLHLRz8

Transcript:
(00:00) In 1989, if you just said UFO, UAP, whatever in Washington, DC, you'd have been laughed out of your seat in Congress. Well, now you've got active Congressmen and women that are pushing policy who are literally diametrically opposed politically. But on this topic, it's bipartisan. There is no Republican or Democrat.
(00:23) It's like, what are we trying to do? And all people want to do is, this is not about little green men and what it is. If it leads to something like that, because we have stuff, so be it. To me, it's not important. What's important is, from our incident onward, is how do we figure out what these are? How do they work? Can we use that technology? Because if anything, our incident did.
(00:48) It happened 13 years after the fact when the New York Times article came out, because the New York Times article basically immediately removed the stigma. Coyas Institute is a pioneer in the field of AI-driven comparative and qualitative analysis and was established with the primary goal of uncovering the hidden value left behind in complex data sets.

(01:09) Through a combination of human expertise and cutting-edge technologies, Coyas has developed a range of services that cater to various industries. They are providing valuable insights that can help drive growth, formulate competitive strategy and to identify key patterns in targeted demographics. Head to their site to learn more.
(01:27) Coyas.Institute. That's C-O-E-U-S.Institute. Welcome to MURGE. I'm Ryan Graves. Today, we're joined by my friend David Fraver, former commanding officer of VFA 41, an F18 pilot who tactically engaged the TIC-TAC UAP object. And now, David Fraver. So David, your background, you are a long time Navy guy.
(02:04) You started in the Marines as an enlisted guy. I don't want to steal your story, but eventually you ended up as a commanding officer of an F18 squadron. And before I joined the Navy, I actually saw the carrier video, or what do you want to call it, film that you were part of. So I actually, you know, I'd seen your face.
(02:24) I'd seen some other guys that were in your squadron. And it was interesting because I recognized them after I joined the Navy. So in some way, you know, that film, and you almost motivated me to go to the Navy. At one point, I was thinking about the Air Force, but you guys were just such cool dudes on the aircraft carrier.
(02:42) I just couldn't help myself. What were you thinking? Yeah, what was I thinking? You, you, you got, I mean, you really grabbed the Navy by the horns and had a pretty incredible career. One of the things that you got to do that I did not do is go to Top Gun. So maybe we can start there a little bit. Sure. And maybe you can tell me what the difference is between the training we do in the fleet and what training happens at Top Gun.
(03:11) So this is, this is obviously a while ago because I'm old, but I don't think the, I don't think the mentality of the school has changed. I think the way they teach now because of 4th and 5th gen. But for me, it was a, you know, when I first started flying, I thought, well, I'll just go, I'll be a test pilot.
(03:27) And then when I started getting in, once I left the A6, which is just a, it's an attack airplane and I got to go to the normal F-18s and I started flying. And luckily my neighbor is, had just left Top Gun. He was a training officer at Top Gun and we actually transitioned. So he had come out of F-14s and Top Gun and I'd come out of A6s and we were in the exact same class.
(03:49) So Tom and I, I'll just use first name so it's harder to identify if anyone knows, we all know who it is. Tom and I went through together and because he hadn't really dropped bombs, I hadn't really done any air to air. And for an A6 guy, air to air is completely dynamic. And I was fortunate enough to train with people like him.
(04:07) He took me under his wing, taught me literally how to fight the airplane. And then I had a great cast, you know, with Spark and Dude and guys like that, that kind of took me and didn't push me away because I was an A6 guy. And once I get into the tactical employment in air to air, I was just, I was hooked.
(04:24) So I decided I want to go to Top Gun and I asked and they had just shifted from the six week power projection course, which is like the original Top Gun movie where they actually come out of the fleet and they go to Top Gun. That's what used to happen. They pulled you right out of your squadron. You went, you trained for six weeks and

you become a training officer and they're teaching you how to teach.
(04:42) And then you come back and you teach those tactics. They had just started up the SFTI program or SFWT, Strike Fighter Weapons and Tactics program in the Navy to standardize the way we did things. And it went from a six week to a 10 week course. And I kept asking and they had told me, you know, because I was pretty senior, I was finishing up a shore tour as an instructor.
(05:03) And they said, no, because we really want to guys go to the weapons school, as you know. And then I was fortunate enough, the Commodore went, do you really want to go? My CO had told him, you have to have to send him. And when he did it, he was there. He had just had brain surgery. He had a brain tumor. And when his boss walked in, he said, you know, you need to send Dave to Top Gun.
(05:22) So, you know, thanks to thanks to the captain and the captain that I was able to do that. And when you go through, here's what you need with Top Gun. One, everybody wants to be there. So the instructors are extremely professional. They're very standardized. There is no my opinion. This is the way we're going to teach.
(05:41) So even if there's an instructor that may not agree with the path that they're going, they are all in lockstep when they promote what the tactics for the United States Navy Fighter Committee is going to be. Do you hear a technique only very much in those briefs? Is that what you're saying? So they're really rigid to, you know, the new rules that they may be writing at the moment or are they still substituting in some of the hey, this is kind of technique? Well, there's areas, but they're small
(06:09) areas for technique. And normally that almost turns into Stan because you'll figure out the best technique becomes the Stan on how to do things like resetting the radar at the time that we had to do, you know, obviously different now with APG 79, but for some of the close in acquisition modes. So where, so Top Gun where technique becomes book essentially.
(06:29) Very much. Yeah. Very much. And, but when you go out and fly, like when you're in the fleet and you know this, you know, when you, when you're flying in your normal squadron and you go out and you have a four ship, you know, you have the person in charge, the division lead could be, it's probably either a senior lieutenant or above.
(06:44) And then you have a dash two, which is probably a very junior person. Then you have a dash three, that's just maybe just a section lead. So a mid grade lieutenant. And then you have another probably junior person. When you go to Top Gun, everyone in your flight is a full up division lead, probably towards the top of their game when you go through.
(07:02) So it's not like in the fleet where you go, Hey, I need you to go do this. And you, you target, you know, to tell three and four to go do something, or you're tasking them to do something else. You know, it's going to get done in the fleet. You don't know, you have to, you have to actually have to watch and shepherd them because they're new and it's, that's the training mode, which is why I think the US is so good because we're not centralized where it's always going to be me in charge.
(07:25) We shuffle that around and, and push that experience because the better I can bring up the lower half closer to the upper half. Basically I'm raising the lower bar of the span. And that's, that's

why it's so good. So Top Gun trained you to do that, but they also teach you the instructional techniques.
(07:42) And when you leave there, you're up to date on everything current. I mean, you're basically talking the message of Top Gunner, as we would call it the burning bush. And, and that, that obviously in since time, you know, so I went through Top Gun in 97. So that was class four, 97, probably one of the greatest classes in history of Top Gun, not because of me, but some of the guys in it.
(08:04) But you know, now you have Havoc, which is the, the Prowler Growler weapon school. We used to joke it was top dome for the U2. But now you're getting that mentality. And I was talking to, he just left, he was in charge of Nautic, which is Naval Weapons Development Center in Fallon, which we used to call Enzoch.
(08:25) It was strikes, it's had like 10 different names, but I was talking to him and you know, now they're starting to bring in the OSs, the specialists, the operation specialists on the ship that are the controllers that run the radars, bringing them in more because there is controllers that go through Top Gun.
(08:42) But now when they do air wing, because this is all part of this giant training facility, and the whole air wings come in to train, they'll actually bring some of the ship controllers in to run the scope. So now you're, you're doing air wing foul and strikes in the complex using the shipboard guys. So when you go back and you go to see those guys that are on the cruisers and the destroyers actually trained with you, because that's their key piece.
(09:06) I mean, they're the ones that control the airplanes. You get all the different players there in one place, you can have a better learning experience. It's, and I think it's a little bit different and no knock on the, you know, the surface communities, but I think the aviation community is far out in front of, from a training aspect.
(09:23) Like we did this, I was fortunate enough when I went to Japan, you know, I was told to go be a strike ops, which is the air wing commander's person that writes all the schedule and does all that work. I said no, I had to trade some orders, but I ended up going to Japan to a squadron. And then ironically, I ended up, the CAG pulled me up and I ended up being a strike ops.
(09:43) Funny how that works. They gave me no, yeah, yeah, that was my boss who sent me the top gun. He was laughing because he kept telling me to do that. The irony with it all is I was fortunate enough because of the leadership that I didn't have any restrictions. I was pretty much, I always said I was the most powerful lieutenant in the Navy because I controlled everything that went off and I control who got to control the intercepts and the training.
(10:06) And I took a cello who was my E2 patch wearer. He went through top gun as a controller. I sent him to the small boys and he went over and gave the lecture on combrevity and everything and how we do intercept control to the OSS. So they were all standardized. It was mandatory that they read that chapter out of the top gun manual.
(10:24) And we trained that way for the nine months that I was in that position. And it's amazing how good when you have a mentality and you're going to hold people to it, like you will be at the debrief, you will write this stuff. So you could come back from a flight, you know exactly what I'm talking about.
(10:40) The controller from whatever ship was out there with us, you'd

come back and on our classified internet, which is called Cipronet, you would have like the initial picture and what he saw and all that. So when you're getting ready to debrief, you have what the controller's like. Normally you don't have that.
(10:56) You just come back and you have to recreate stuff on your own. So it was vital for us and then we could actually write feedback back to the controllers like, hey, make sure you get this, your com was off because you know how, you know, you say one wrong thing, you can suck the situational awareness out of the entire flight.
(11:11) So let me ask you, you know, as you, as you took these experiences of Top Gun and then became a commanding officer, you know, there's all this competition between different squadrons and various performance metrics. How are you, were you kind of implementing some of what you learned at Top Gun to your squadron overall, as far as, you know, center of excellence, how'd you guys perform in relation? You know, I learned it in the Marines when I was 18 years old that you lead from the front.
(11:43) And I like to think that I did that, you know, people still talk to me, which is always a good point. You know, when you're not in command and people that work for you still talk to you, that's always a good sign that you didn't, you didn't screw it up that bad. No, like my friend Tom that I was talking about who basically taught me how to fight the airplane.
(11:59) You know, we used to joke, he had this speech, you know, it's called stop sucking. And that's really it's really the standard that you set. The unique part, especially when I was a CO is the SFWT program had proliferated very strongly. I mean, it was like, when it first came out, there was resistance from CEOs, because now you're telling them how did they have to do training to where it became it's the norm, so that everyone had come up that way.
(12:24) So you could take someone out of any squadron and fly with them. And you knew exactly how they should perform based on their level of training. And the fact that we had SFTIs all around, so you know, several of my counterparts had went through either the power projection course, or the SFWT course, I'm what the two other CEOs were power projection.
(12:44) And then I had department heads in VFA 94. One of them went on to be the wing the Commodore, you know, he is, he was a he was a top gun instructor in SFWT. So we had a lot of people in all the squadrons. So it wasn't necessarily a, you know, I wasn't a, you know, VFA 41 had to be the best, I just expected a standard.
(13:09) And we ended up we did a lot, you know, part of it is the nature of, you know, one, I had brand new jets, which the F 18 squadrons, including the marine squadron did not. So my maintenance efforts and VFA 14 maintenance efforts were lower because the jets didn't break. I had twice as many people because I had F squadrons.
(13:27) So I had the backseaters. So I had, you know, I think I had 40 some officers, I think it was 47 officers in the squadron, which normally are down in the 20s. So it allowed me a lot of flexibility to do things and allows my air crew to focus more on some things. But at the same time, if one squadron is good, and the other squadrons bad, then we're not getting to where we need to go as a composite air wing.
(13:49) And we all train together. So we never went out like all four jets were VFA 41. It was, you know, a VFA 41 jet and we got paired a

lot with the Marines with 223. So like when we were doing the stuff in Iraq, you know, I'd go out with a brand new, you know, captain and the Marine Corps would be flying on my wing.
(14:05) So it was all about training those and then as you know, the most important thing is, you know, while you're doing the flight, there's the execution. But most of the stuff we do is training. So where you really get the benefit is when you come back and you talk about it and you talk about everything. And it's not an aggressive like, you know, you were terrible today.
(14:24) We take that out. So it's always the fighter and the bandit and what was the fighter thinking at this time? Yeah, it takes out the who it's not a name, it's we're not pointing fingers. But just like what were we thinking and here's a better option. And so that the next time they have that in the back of their head of, you know, this is something this worked really well for me.
(14:41) This is something that didn't work well. And you know, everyone has their day. It's just like a professional athlete. You know, you know, take, you know, any other, you know, Patrick Mahomes or Aaron Rodgers, Tom Brady, probably the best example. They have they've had bad games. They all go out and just have a bad game.
(15:04) It's what do you do after the bad game? Do you blame someone else? You just go, that was me. We need to fix this and move on. And that was kind of it. And for me and Dell, who was my exo and for Kenny, who was CEO when I was exo, because we move up, you know, when Kenny moved out, I became the CEO, Dell became the exo and I left Dell became the CEO.
(15:24) We were, for the most part, you know, we were probably 98, 99% on the same sheet. So when I took over for Kenny, it wasn't like this drastic night and day where I just said, oh my God, everything he did, because everything he did, I agreed with. I actually loosened the reins on one thing of allowing a flight to go out without a senior without an 04 above, which was fine.
(15:48) And then Dell changed very little when I left. So the squadron for that time, and I'm pretty sure when he turned over to Chaser, it was pretty much almost a seamless move. And the squadron maintained that reputation of, you know, because it's just, you know, you know, it is, you just want to be good. Everyone wants to perform.
(16:08) And those that don't, you just help them move on and get on with it. But it's just, you know, the organization will take on the personality of the leader. And if you want to accept mediocrity, that's exactly what you're going to get. And we just didn't accept it. And I have no regrets. And I mean, I had to build my squadron because we had a short time.
(16:27) We had a massive turnover right before cruise and the training squadron couldn't produce priors, which are top, you know, they have to have certain specs. So I had to literally get waivers to bring people into my command to deploy, but we made it work. We had a, to this day, I think we had a really good group.
(16:45) We had a lot of fun, you know, so. You in touch with a lot of the people that served with you in that time period? Yeah, periodically. Well, obviously Alex, because she was in the flight with me that with the tic tacs. So, you know, obviously her and I talk, but no, several of my JOs, which is funny, because like my most junior guys in my squadron are now a lot more post command folks.

(17:09) The guy that was in my back seat is still on active duty. He's a captain. My department head is a two star. You know, officially an old man in the Navy. Kenny's a three star. You know, it's when you get that point, like my peers that are still in that were CEOs are three stars, three and four stars.
(17:25) So it's, you know, time goes, you know, and here in, you know, a few years, though, all of my folks will probably be out, you know, and I'll just be a relic, which is fine with me. But, you know, I always said, you know, what, what I got to do in the Navy and in the military was great. I loved every minute of it.
(17:43) I think being a pilot like that and carrier aviation is the greatest job on the planet. And I'll hold to that. And you just because the experiences of being able to do what you do is amazing. But the people that you get to work with in that environment from the lowest E1 in the squadron all the way up, they all provide an incredible value.
(18:06) And I've yet to find that type of camaraderie anywhere else since I got out. But why I say that it doesn't define, it's not who I am, you know, I don't have to introduce myself as you know, hey, I'm Dave, I was a fighter pilot. If you don't know, you're probably not going to get it out of me unless someone says something.
(18:24) Because to me, it's I don't I don't want to be defined by that. And my friends, you know, I worked with two folks, this is a good story. They were two flags from the same branch of service. And they both actually had had held the same job. You know, so they had large organizations. They were very combat oriented.
(18:45) One of them would introduce himself as I am, you know, by rank. The other one who actually probably did more, especially from a combat thing, because he had full up during the Iraqi freedom campaign, would never tell you. He would say hi, I'm so and so. And he would tell you, hey, I'm retired. But that's it.
(19:07) He didn't he didn't he didn't have to tell you who he was. And it was one of those. If they don't know, they don't need to know. If they know, that's fine. But he didn't he didn't define his life by that. He was one of the most humble individuals. I actually joked him because it was a different service.
(19:19) I said, you know, man, I said, I'd have been in that service. I could work for you. And he said, thanks. Thanks. That's very humbling. And he was when you when you meet you've seen people like that, when you meet leaders like that, they don't have to walk in with their rank that just walk in, they have a presence.
(19:34) And you know, and they're very humble about it. That's the one that people are really going to follow. To me, it was it was to meet people like that. And I've worked for some amazing people across my career, which is probably you know, a lot of those guys are three and four stars right now. Then I made the choice to just leave.
(19:51) So it's it's all right. I'm very happy with my decisions. And why did that? So you know, you had you brought it up, you had an experience with the tic tac, as it's known now, and, you know, we don't have to go into great depth of particular experience, but I wouldn't mind getting a little meta around the conversation.
(20:12) So that happened while you were in the position of commanding officer of VFA 41. Correct? Yeah, I've been in command for about a month. Okay, I took over from Kenny, and I think it was like October

16, somewhere around there, we just come back from s for weed. You know, and the kind of leader, you know, some people like when you're in command, you don't want your replacement coming in.
(20:33) So we were going to s for so it was, you know, Kenny was the boss, and then me, I was his exo. And Dell was gonna be my exo. He was in the more and I said, Well, do we want to bring him on s for and Kenny said, by all means we do, which is a huge testament to him. You know, he doesn't have this insecurity, like I'm going out because you know, and he's done quite well for himself, obviously in the Navy.
(20:59) So we all went and had a great time. And then we came back, we were all three there, we were all three ready to do the change command, we all worked on it. You know, because you usually know, on the outgoing, you want it to go really well. Because you know, it's when you when you do that, you know, I don't tell you when you do it.
(21:14) When you turn over a squadron, you feel like someone died, like someone has removed a piece of you. So when you walk off the dais after a change of command, and you're the outgoing, you literally feel like someone died. And you know, like Kenny live like five doors down for me. I mean, we were pretty close.
(21:28) We were very close, we spent a lot of time together. But to have that and to for him to be secure enough to go Yeah, because some I've seen squadrons where they're like, no, he can come when I'm gone on the day of the change command. So I had a we had a ship like that, where I got to know the CEO really well, because the outgoing CEO didn't want him riding the boat from California to Hawaii.
(21:48) Wow. So he wrote on Nimitz with us and both well. No, but the guy who came in, Bill was well, both of them were good guys. They were very good, very, very, very, very competent at what they did. But we got to know Bill really, really well. And when we went on cruise, because he knew us really well, we were able to do a lot of things that would have never happened had we not had that friendship and that bonding.
(22:14) So so you were the commanding officer, you just got there. You have this experience, we go into a little quick details in a little bit, I think most of the listeners will probably be familiar. But when you came back at my understanding is that you got I would say probably par for the course, you know, harassment on this topic.
(22:34) Oh, yeah. But what I'm more interested in is what about your kind of more senior colleagues that have known you for a while at this point, how did they engage in this topic with you if you engage them? No, they were. So I knew I knew the captain pretty well. Of the ship. At the time, we're not the same one that we deployed with.
(22:54) But I didn't at that time, I ended up being got to know the next Admiral really well. But the Admiral that we had during that time, I didn't, I didn't, he didn't really, he didn't converse with us much. Where the next one was out more and we hung out with their staff a lot. Matter of fact, I'm getting ready to go to a retirement for the lawyer that was with us.
(23:26) But the senior folks know like the captain they would they just saw it said, Hey, what do you think? And I said, you know, when you look at him and go, I have no idea what it was. I mean, it was the weirdest thing I've ever seen in my life. And I told my backseater that most of them are very accepting because you know how it is.
(23:41) There's a level of confidence. You know, a whack job not in

that position. So once they figured out they're like, what do you think but you also got a in this I think this is what frustrates people that don't understand how it works is we're literally at our first at sea period, which was combined into a two month periods, we were doing the whole comp to a ref to a comp to all that all in one that two month at sea period, where we pulled in for Thanksgiving.
(24:06) And we actually had to convince them to let us go back up to LaMorse we could drive up spend Thanksgiving with our families, which they allowed us to do. But we literally had like that five day gap where the ship pulled in, we got off, we went to Thanksgiving, we came back, we got back on and we're out. So from the beginning of November, when we left, except for that five day jump over Thanksgiving, we were out to like, like the 21st or 22nd of December.
(24:30) So where were you operating? Off the coast of San Diego, which is there's a bunch of called warning areas, which is basically just tells people who are flying airplanes. There's high military activity out here, you know, enter at your own risk. It's not a prohibited that you can't go into, like the airplane that just flew across DC and then ended up crashing because they were hypoxic.
(24:49) That is that's P airspace, that's prohibited airspace, then there's restricted airspace, which is like the bombing ranges, which you don't want to go in there, which I've seen people do. And then the warning areas are just basically military operating areas over water. So we were out there playing around for that two months.
(25:03) So you know, we go on this flight, you know, obviously the cruiser had seen all that stuff never told us we didn't even know they were out there. And we go out on that training mission. And I'm not going to repeat the story. But you know, we're the first time that they had actually seen the things and they had manned airplanes, you know, going out.
(25:21) So they said, Hey, kill the train, let's go figure out these things are because we've been seeing them. And that's exactly what happened. And then you get out there and then you see it and you're like, okay, and you get the standard process like, okay, low over water white helicopter, okay, then your brain goes into okay, identifying things of a helicopter, rotors, rotor wash, tail boom, doesn't have any of that.
(25:42) Okay. Not a helicopter. Okay. Well, let's go down and get closer to it. And then it comes back up at us. And you're like, okay, we don't have anything to just kind of hang out over the water like that. And then just come up and match me in a two circle flow uphill while I'm coming downhill. And then when we cut across and it goes as it's crossing my nose, it just rapidly accelerates and disappears.
(26:02) What does that mean tactically to you as a pilot when something matches you two circle? How do you explain it to a layman? Well, here's the easiest way is one, so I'm coming downhill and I'm probably doing around 300 knots. There's a reason 300 knots is like a really good airspeed for the airplane if you need maneuverability.
(26:21) So as I'm coming down, then all of a sudden you got something hovering and it just turns and it's like almost instantaneous. It's doing the same speed as me, it goes around. So now you start questioning, you know, thrust away is pretty impressive. You can just instantaneously accelerate and start matching an airplane that's coming downhill when you're coming uphill.

(26:37) Is he essentially on your lift vector? No, he's off my wing. Stabilized flight like he's very stabilized. So would you say it's like he's stabilized it so you're no longer closing on on it? Or you can only bring your nose around or is it just no, he's across the circle. So if you look at it, it's like, I don't know if kids still play it ring around the Rosie or duck duck goose where when you're a kid, everyone sat in a circle and then two people were at one on one side, one on the
(27:03) other, and he'd walk around and duck duck duck and he'd run. And, you know, eventually the cheapest, the easiest way to get someone is to cut across the circle or you're faster than them. So in a two circle flow, the one who can get around the circle fastest is the one who's probably going to win because he's going to become more and more offensive.
(27:18) And eventually if he's fast enough, he's going to end up behind the other person. Do you think he was fast enough to get behind you? Oh yeah. You know, we didn't know that at the time, you know, I just saw it. Like, you know, I guess what I'm trying to ask is what's your tactical assessment of it making that maneuver? Was it to stabilize the situation? Was it trying to? Yeah, I think it's just to neutralize me coming down and to see, and maybe I don't know, because you don't know if it was, you know, like
(27:45) I said, it didn't, it didn't have windows or anything, but you don't know, you know, maybe it was virtual. It could turn. I mean, we already saw how it moved. We already saw it abruptly just swap its axis from north south to basically, you know, west to east and start coming up at us. So you knew it had some maneuvering capabilities that you don't have.
(28:03) And then for it to just to match us as we're going around the circle, you know, it's pretty much at the same speed coming up at you. And that's when I decided when we went all the way around once and it was, I was getting to that basically my vertical turn room. That's when I cut across the circle and it just, it didn't come at us.
(28:20) It was never, it was never threatened. I never felt threatened at all. And as it came up, you know, and you can see, because we have a glare shield, which is the canopy rail where the canopy closes, you know, between the windshield and the roof that comes down. Once it got inside of that to my windscreen in that left quarter, you could kind of start to see it as it accelerated and in that short period of time, which if you put a ruler there is like what maybe a max of 12 inches.
(28:45) It just accelerates and goes away, you know, and like I've always said, the one regret is we didn't have the helmet cam on because no one really turns the helmet cam on because it's annoying. No one watches that video. Had we had the helmet cam on, we probably got some really cool video of this thing, but we didn't have the helmet cam on.
(29:01) So it's a regret. But luckily Chad went out on the next flight. We landed, told him about it. And he just happened to, by luck, that thing was where we told it would be. And he caught that minute 30 second video. So kind of cool. That he did because he came back and told us right away. And then we were all, because we had debriefed our flight and our flight was pretty much what was that? That's the strangest thing.
(29:24) And I was at the time, I don't know, I was probably around

3,600 hours. So that's a lot of hours in a tackle jet. Yeah. And to see that you're like, whoa. And Nudes was in my back and he had done the O3 cruise. He had done mostly O3 cruise and then Alex was new. She had been in the squadron for four months, five months.
(29:50) She got there in June, right before we did Northern Edge. She was June, July, August, five months she had been in the squadron. And then her back seater was an experience. He was one of the department heads who had worked for me at the previous tour on this one and very, very competent gym. So he had basically two really experienced.
(30:11) One moderately experienced and one new. And by the way, and you know, it is not only is Alex new, but she's flying on the CO's wing, which is there's, there's a lot of pressure. It's like, you know, you got to do a presentation. It's the first time you're doing it. Your boss is there.
(30:26) I remember that flight for me when I went out to the enterprise for the first time. Fortunately, if one of the first time I flew off my skipper's wing, I ended up with a undetected bleed air break. And it was essentially like a little laser cutting through the control feedback lines on the stick. And so I basically limped the jet back, didn't do a good job of communicating how serious the situation was with the LSOs.
(30:50) And you know, I had, if I wanted to stick the aircraft to the right, I'd take two hands to push the stick over to get it to go. And if I tapped it to the left, it would basically go 120 degrees right over. Oh, wow. It's very strange. And so I had to bring it back onto the ship and yeah, long story short, they ended up having to depot the jet because of the damage in there from the bleed lines.
(31:13) Yeah, bleed air is nasty stuff. Yeah, but I digress. So you've told your story a lot, you know, 60 Minutes, Joe Rogan, all over the place. What do you want people to understand about that experience that doesn't come up a lot? Well, the biggest one for me is, and it's died down. People shouldn't try and embellish the story.
(31:39) The story is what it is. And there's all kinds of stuff coming out. Like people watched it live, you know, like I was sitting and watching it while it was happening. Well, that's funny because the jet didn't have the ability to send that video back at the time. And oh, by the way, we weren't taking any video.
(31:53) So you didn't watch it live. Next one is the, oh, it was 10 minutes long. I watched it. It's 10 minutes long. It's not 10 minutes long. It's that minute 30 seconds. That's what it is. What it is. Matter of fact, the pilot that was flying the airplane when Chad took the video. If you talk to them, it was uneventful.
(32:10) Like almost like, because I said, would you remember? And they're like, no, it's kind of like a no big deal. You know, if you look, the jet's on autopilot doing 250 knots when he takes that video. So I mean, it was, you know, what it was because, you know, I've heard very intellectual PhDs say, well, it could have been this.
(32:34) It could have been a balloon. It's like, come on. You know, I've got four people train. We watched it. And I like to think that I had decent experience. Matter of fact, a lot of people are saying stuff. I had a lot more experience than them, even the military guys, although they may have more hours as far as tactical employment and what I was doing.
(32:50) I know I have way more experience than they did, than they're

in unique positions right now. And one of them just said something. So it is what it is. You know, time will tell, especially in with everything coming out right now with, with Mr. Gorsh coming out, I have to say his name, about, uh-huh. Gorsh, I think.
(33:12) Gorsh, Gorsh. Gorsh. He's pretty tricky. Coming out basically literally saying the same thing that Bob Lazar said in 1989. And you know, Bob got chastised for it. And this guy's coming out now. It's like, because, because it's accepted. In 1989, if you just said UFO, UAP, whatever in Washington DC, you'd have been laughed out of your seat in Congress.
(33:36) Well, now you've got active Congressmen and women that are pushing policy, you know, and I think it was Senator Rubio and Senator Gillibrand who are literally diametrically opposed politically. But on this thing, they're not diametrically opposed. And I've sat in rooms with both Republicans and Democrats who are diametrically opposed.
(33:56) And, uh, but on this, uh, topic, it's bipartisan. There is no Republican or Democrat. It's like, what are we trying to do? And all people want to do is, this is not about little green men and what it is. If it leads to something like that, because we have stuff, so be it. To me, it's not important.
(34:15) What's important is from our incident onward is, um, how do we figure out what these are? How do they work? And we use that technology because if anything, our incident did, uh, it happened 13 years after the fact when the New York times article came out because the New York times, uh, article basically immediately removed the stigma because now you've got credible sources saying this stuff is real.
(34:47) Uh, and like ours, I even had people thought that we're in my squadron thought that we had signed non-disclosures. We never signed non-disclosures. We were never told to shut up the men in black never showed up. Um, I've talked to other COs who are involved of, you know, other people are, Oh, we gave away all the, we had to give away all the black boxes.
(35:03) You know, as you know, in the, in the classified world, there's a custody trail you sign for. So you just don't here take this here, knock yourself out. Yeah, you must be good. You're wearing a black suit. I'm going to give it to you now. It doesn't work that way. Um, so if anything of that did is it allowed us 13 years later to do the New York times article.
(35:23) And that was the, the not, I call it the unofficial official report that came out that ATIP or that, uh, yeah, ATIP did under Lou Elizondo that got wrote. It's about 20. I mean, I know the guy Jay did it. Jay's Jay's out talking right now. He's Jay Stratton. Jay Stratton. Jay's out of the, you know, the government, he's working in the private sector now.
(35:42) He actually is the one that called me on the phone back in 2009 to get that ball rolling. So there's a, there's a bunch of these pieces, you know, you think, wow, you think it would have been a nice, if it happened faster. You might had access to data, but then I'll turn around and say, I think there's a lot more data now.
(35:56) You know, I said this to the senators like for the East coast stuff that was going on when, when you were on the flight with the gimbal video, um, you know, what do you guys call it? Giant killer is giant killer. But you know, why isn't someone going to giant killer,

which is the coastal defense radar is going, where's the data? I mean, they probably have that, you know, they might not have it from 2015 because you know, over time things get archived and put away, but you know, there's other stuff going
(36:18) on. And you know, there's a lot of countries where you go, Hey, I just saw an object on the radar, go come down and go all the way to the right and then reverse and go to the left. And you know, we do track space, you know, NASA, you got to do it. They do it for the space station alone, just so objects, you know, so they can do avoidance maneuvers because there's so much stuff up there now.
(36:35) You know, it wasn't, it's not, this isn't the sixties where it was the Russians and us. Now there's, I forget what they say, 60 different countries have got stuff in space. So you got to track all that junk that's up there flying around. Well, when you're tracking that junk, if there's stuff up there, you're going to see weird stuff.
(36:52) You know, our stuff all goes in the same direction. Once we get it in orbit, it goes like this. It goes around. That's how it works. You know, if it's geo, it's out far enough to where it's velocity equals the rotational velocity of the earth. And it stays in the same spot roughly over the earth.
(37:05) It's not hard. You can, you can pick up a high school physics book and figure that stuff out. But when you see stuff going the opposite direction and doing stuff that we don't have the technology to do right now, then you know, you ought to take the time to look at it. Personally, I'm like, it's a small budget.
(37:20) The original eight tip budget was what, $22 million over four years or five years. You know, if it's five years, it's 4.4 million dollars, which in the big picture of thing is nothing in the government. It's not even in the rounding air. I mean, that's like lunch money for your kids. Yeah. I've been seeing some interesting range file reports on some FOIA requests.
(37:42) Of course, FOIA is only so useful. It's for those that are not aware, they're essentially requests where if you have certain information theoretically by law, you're allowed to ask the government for that information since as a taxpayer, that is your information. You have to have enough information about what you're looking for to allow that government employee to actually go find it.
(38:05) And of course that and therefore is going to be information that's communicated by the government. What's your opinion of foibles? So here's, here's, here's my opinion on FOIA. So a lot of times it works really well. You send in the request, you know exactly where it's at, you know who to send it to, you can get that information.
(38:21) So if you wanted information like from the Supreme Court, you know, people know where to go get stuff. If you wanted information from, you know, whatever organization is that's releasable, you go to that. But the problem is, is people go, well, I know that this happened. So I got called about a FOIA request for our incident.
(38:43) And, and the, this is like, while you're in the, this was a 2000 about 20 2016 was before the New York Times article came out. So I was living up in New England. So I got a phone call from a Navy commander. She was down at the Pentagon. She said is this ground or frame? I said it is. She said, Hey, we have a FOIA request about your incident in 2004.
(39:09) Do you know of any official stuff? I said official. She said,

yes. I said, I know of no official stuff because I didn't know of any official documentation on it. Now I knew there was an unofficial official report that was done by ATIP. But that's not for me to release. And I don't know if it's official.
(39:27) And actually the irony in the whole thing is the people, the 20 people in the original ATIP organization at LuRAN were FOIA exempt. So their works were not releasable by FOIA. The other one is you send stuff randomly and you go, Hey, I need this. And it ends up on the desk of some poor person at the Pentagon that's miserable sitting in a cubicle in the five sided concrete monstrosity.
(39:52) And then it's like, how much time am I going to put to answer this FOIA request? He's going to do his search. He's going to look or she, that person is going to look for whatever it is. And in a certain amount of time, when it's done, it's like, I didn't find anything. There's nothing to find.
(40:07) If you know, there's the obvious, like, I know that this report exists, like the Durham report that just came out. I know that I want to read that report and you can request that report. That's fine. You know, it's there. But if you're requesting something that you don't really know the existence of, and then you get nothing back, you go, Hmm, you know, the government's in a coverup.
(40:27) I don't think the government's in a coverup. I just think the poor person that had to go look for all that stuff for you and do your basic research papers so you can have this put enough time in it's if you know how car insurance works, when you crash your car, you know, and your estimator comes out and they look at your car.
(40:41) So let's say you had a red car. Remember, red cars are really hard to match paint because they fade. Okay. Right. So it's not as bad now because we have the clear coats and stuff, but in like the seventies and eighties cars faded. So red, you go, Hey, it was this red. It was guards red. I had a 911. It was guards red and it, but it's eight years old.
(40:57) And then you go try and match the guards red with the original paint. It's just like open up an older car that doesn't have clear coat on it and look at the paint inside the door jams and look at the paint on the outside. They're usually two different colors because the sun and UV. So when you would go, when you're at your car, when they do the estimate, they go, it's going to take two hours to paint this car.
(41:12) That two hours is everything that includes matching your paint. So the guy's mixing, you know, add the whites and blacks into the red to get it to the right shade. He's doing the best he can. And it's times up. I got to paint the car because time is money. It's kind of FOIA requests that way. Look, I got so much time to get you what you want.
(41:26) If I don't get it done or it doesn't match, that's not my problem. You got what it is. It is what is move on, you know, put another FOIA request, send it to me again. I'll just, I'll know you by name and I'll make sure that I don't do my job because you're painful. So perhaps, you know, of limited value, but you can strike goals on occasion if you have enough information, perhaps.
(41:43) Very much so. So when you, I was talking to government officials about, because they said, where would, where would this be? This is many people. I've got phone calls from, from Congressman. I

said, well, you got nowhere to look. No one's going to volunteer. No one's going to wave their flag and say, Hey, call me.
(42:01) They're not going to do it. They all have jobs. So you have to know exactly where to look. Like you need to go, Hey, I know that this specific organization inside of this specific entity, it, I know for a fact they have information. It's been corroborated. You need to go to them. You know, by law, at least my understanding of the law, you know, the elected officials have a lot of power.
(42:24) It's the whole reason that our government succeeds is, you know, it's by the people for the people. So if you have entities, i.e. some government, you know, I don't care if name the agency or, you know, DOD, CIA, NSA, you name it. If they're willful, if you go in and know exactly where to look and I like, you're that person and I go to you, I go, I know you have this show it to me and you play stupid.
(42:46) Like you don't know where it's at and this and that. Then I think there's repercussions. I think there's repercussions that should be paid. But I also think that the elected officials who go after this stuff need to handle it with the right level of sensitivity. Like you just can't go, oh, well, you know, this agency has this super secret, I'll just say they, a government agency puts a super secret satellite up that does all kinds of cool stuff.
(43:15) It's technology that no one else has and we track UFOs with it. You're not going to give them the pictures and tell them where it came from because you don't want to compromise the technology that allowed you to get that. Right? So that stuff is the stuff that's protected. But if you go, hey, I know there's some East Coast guys that took pictures of a thing with their cell phones or they're flying off the vacay.
(43:36) That's a different story. You know, for one, it's an iPhone. Number two, it's in US airspace. You know, the only thing that you could say is, well, it was a government entity. I go as a government entity out there doing training, but the training was not to go take the picture. The guy just looked out, saw something, pulled his, zoned his pocket, pulled his iPhone out, took a few pictures and then moved on.
(43:55) I go, you know, that's not by definition meets a classification level at all. No, if I went to another country as an undercover spy and I took pictures of a, you know, maybe they had a, I don't know, a new airplane, you know, they had the, what's the X, the MiG 31 from Firefox with Clint Eastwood.
(44:18) You know, I went there and I took out my camera and I took pictures of it through the fence line. That's a different story. That is protected because one, you don't want them to know where the picture came from because then they can usually smart enough to track who's in the area at the time and they'll figure out who it was.
(44:33) But it's just how we classify. And I think the problem with, especially the UFO stuff is it's been put behind this big vault doors for so long that there's a fear to talk about it. You know, some services are better than other, organizations are better than others. Some, like, you know, I'll bash on them, but the whole Project Blue Book stuff was, you know, at first it was disprove, you know, that it was swamp gas.
(45:01) The other one was if you can't, you just discredit the individual and you make it go away. Knowing deep down, you know, and

Dr. Heineck said that, you know, later that, yeah, there was stuff that I just couldn't say and I made it up and I think he regretted it. I think it was the same thing with the Roswell guy on his deathbed came out and said all those pictures with the Weather Blo were staged.
(45:22) Let me ask you a question. Moving the conversation forward, do you think, you know, I would classify the conversation we've been having for the past few minutes as understanding perhaps some of the disclosure process of existing data. I'd say that's, you know, one hand. On the other hand, you know, you could perhaps call it discovery, which is perhaps the open source or civilian research efforts to look into this.
(45:49) Where do you see those two kind of efforts playing going forward? Do we think that, you know, disclosure through the government is perhaps the best methodology to get to the truth or do we think that open source efforts on the outside are perhaps the best or maybe both? It's both to an extent. Here's why I say that.
(46:08) We know because we have a very open society, contrary to what you may see on social media and people who want to bash the United States of America. And I'll say it, this is still the greatest country in the world. It provides the best opportunity. And I can give you living examples of people who have immigrated here and literally made a life for themselves that they would have never had in their home country.
(46:29) It's really if you want to work and you want to put the effort into it, you can succeed. Because that and because of that open society that we have that we don't put people in a box and we afford that opportunity, it also can be a negative, i.e. our adversaries are really good at sending people into our academic institutions to get jobs over here that basically steal technology.
(46:53) I'm not talking military secrets, although that does happen. I'm talking just, you know, you go work at Dell Computer or you work at Industrial Secrets that you take it over. I mean, if you look right now, you know, one of China's big headaches with what we're doing right now is, you know, we're not exporting a bunch of technology.
(47:09) Well, if we don't export the technology, it's harder for them to get. Right. And, you know, there's like, I will say, I'm not creative at all. I can copy really well. It's the creative minds that you need to protect that those are the ones that invent the new stuff. Those are the ones that, you know, these high end universities that are doing the math that even the people that, you know, that I've worked with and work for me, their PhDs, very, very smart, but they're still not the ones coming up with most
(47:39) of them are not the ones creating new math. You know, they're not Einstein who's living and going, you know, I'm gonna go completely off and come up with new theories. You know, that is something that, you know, I'm not saying they're all the best, but some of the best institutions to do that and the opportunities to do that based on funding everything else are here in the United States.
(47:57) We need to protect that. So that's really important. Remember when you go, hey, let's say, for example, we caught up, we found an alien spaceship lands in my front yard, right? But it gets covered up real quick and we grab the technology, it gets put on a flatbed truck and away it goes. Don't come to my house and start looking for the footprints in the yard.

(48:15) It's not there. I'm making this up. But if that happens, now we know that the government has something. So now the government has to figure out, all right, this is technology that we don't understand. So now we've got to reverse engineer. And I'm a big proponent of saying, hey, there's a lot of really smart people that aren't tied to the United States government that may be able to solve the problem.
(48:34) But now you're into that catch-22 of, do I pull some of these other people out that maybe can't qualify because they have so many contacts in other places that they would push that, they would let it out? They would, you know, because if you have a technology, it's like nuclear. You know, when we invented the bomb, you know, the Manhattan Project, we're the first ones to detonate the bomb and we're the only country to ever use it in wartime.
(48:59) And people have a fit about that. I said, yeah, but it saved a lot of lives, believe it or not. And by the way, there was more destruction done by firebombing than the nukes. So we can take it to that. That's my political agenda. But we did it. But now you've got an incredible power, right? But hey, it was in the hands of the US and people say, yeah, we used it.
(49:19) We used it to end the war. And it did. It ended the war like that. Now swap it and go Hitler got it first. Now you've got an incredible power in the hands of someone who doesn't want to do good and doesn't want to control it, who wants to use it for pure evil. Now move on to something. Let's just on a whim, let's go.
(49:41) Hey, you got, you get a tic-tac. You catch a tic-tac. And oh, by the way, the tic-tac is power very much on what how Bob Lazar describes the vehicles that he worked on. It's powered by element 115. It creates a gravitational field and you can move things around really fast. Okay. You could use that for good.
(50:02) Like why I can generate this incredible power. I can really change mankind and it'll be used for the good. But eventually that technology will end up in the wrong hands. Now think about it where I've got this thing. And if it performs like what we saw, you know, it can, I could have it here in, you know, here in Portsmouth.
(50:20) I load it up with something bad, like a weapon. I go go, it goes straight up into space. It goes to wherever it is. It comes straight back down and it does this in a matter of seconds. It goes up, down, down, lands in the middle of a city, sets a fuse for three seconds, drops it out the door, closes up and it's gone.
(50:40) Two, one, boom. You don't even know it was there. Now you've got a technology in the hands of someone who's going to use it for evil and use it to hold people hostage. That's the fear why you need to protect some of this stuff. And then you can go on and on and on, like how are these things traveling? How are they moving? If really there's no planet for them to come from that's, you know, not more than, you know, 15 light years away, how do they get here? You know, there's a bunch of stuff we
(51:03) don't understand, which is a little bit of a frustration with some of the folks that are physics minded that say, well, that's against the law of physics. No, it's against the laws of physics that we know. You know, Einstein came up with a lot of laws of physics and theories that went against what people believed at the time, but they've been proven to be true.
(51:22) So because we don't have it now, doesn't mean it's not

possible. It just means we haven't figured it out. And if you talk to, you know, because I've talked to Bob, he'll tell you, I said, how long till you think you, what you saw. He said, at least in another hundred years, because our material science, it's the same thing with anything else.
(51:39) You go, Oh, can we do this? We don't have the material science to do it. But now we do. So I was talking to him one day and I said, I said, Hey, I'm going to do this. How would you describe it? He says in 1989, because he says he got to go inside the craft. And this is obviously to the audience. If you're assuming that you believe Bob, I'll just say Bob's a very legitimate guy and he's very smart.
(51:59) He said, if you'd asked me, it was made out of wax and then you heat it up and then all the seams would melt because it didn't have any seams or rivets or anything like that. That was 1989. I said, what about now? This is a couple of years ago. He said 3d printing. He goes, you would just 3d print it because if you look at anything 3d printed, you know, you can make things that move in 3d printing, but it's one solid piece.
(52:18) It's literally revolution. There, there's a guy that made a whole car out of 3d printing. So the break assembly is literally one unit. It's made as one unit and the piston inside moves and it doesn't have, you can't break it. You can't it's, what we're, what we're probably imagining here is more of, you know, not 3d printing as we have it today, but you know, a technological progression that would make it probably visually seamless and very strong.
(52:41) Not what we have today. It's going to get better. Sure. It's going to get way better. You know, material deposition in a controlled manner. So let me, let me jump back a little bit, you know, based off of what you were talking about with national security, which is of course something I respect as a former aviator.
(52:58) We have to also remember that. And so this was under the context of, Hey, is a, is a discovery mindset or disclosure mindset you know, the way forward in this conversation. And to your point, you know, obviously there has to be very serious national security considerations putting into whatever information could be released from the government.
(53:17) If that is an avenue that we proceed down, we can't just sacrifice our national security to do this. However, I would say looking into the medium and long-term, one of the problems that the US has to contend with in relation to international competition is the fact some of our adversaries can essentially apply massive amounts of resources to problems outside of the capitalistic framework.
(53:43) And so they can pick and choose what they go after. And so if here in the United States, if we retain the research and development or the, the really hard work on this problem on UAP into a very limited quantity of experts, my fear is we're not taking advantage of the great and massive advantages that are, you know, our financial framework, our, our, our capitalistic society provides us.
(54:09) We're holding back from that. And we will be passed by our competitors if or when they elect to put those massive amount of resources into it. And I fear that's where we're at today. Do you have any thoughts on that? I do. So again, it's part of the, you know, the way we're structured. And sometimes you look at it and go, our system is a little archaic.

(54:30) Okay. That's kind of that checks and balances. It's the bureaucracy we call DC. So I was at a, I was at a, I was at a brief and there was an undersecretary for one of the services and they were talking about acquisition. And he said, our plan is to go fast because we need to go faster. Because if you take governments like, you know, I'll just use Russia and China.
(54:53) They don't, you know, I don't think Putin worries about, you know, does he, he doesn't go and ask for approval. Like, Oh, I, can you approve us to do this? I think he makes that decision. I'm pretty sure China, they make that decision. The government makes that decision. It doesn't go through a bunch of elected officials that have bipartisan views that go, Oh, I don't want to do that.
(55:10) Or no. Yeah, I'll say okay, but you got to put money towards my new bridge in my town. It doesn't work that way. They just do it. I was also told in, you know, there's other countries where you go, oh, let's say you got a company like, I don't know, name it Google, IBM, whatever. We'll just say we use Google.
(55:26) Right. So Google has a huge AI cloud computing. It's based in Pittsburgh. That would be like the US government going, you know, AI cloud, this is the next big thing. We need to advance now. The US government showing up in Pittsburgh and telling Google, we're taking this and all your people and you can have them back in three years.
(55:43) We don't have to tell you what we're doing with them. We don't have, we can pay them what we want. We're just doing it. And you have no choice. You know, suck it up buttercup. It's yeah, what I'm not asking for your permission. I'm telling you what we're going to do. That's the difference.
(55:56) You know, if the US government went in until Google, we're taking it all. Googled be like, get out of here. You know, next thing you know, you didn't mean an eight year lawsuit, you know, going to the Supreme Court and nothing would amount for it. No one go to jail or anything else, which is an abuse of power.
(56:08) Right? So that's, that's the thing that we're dealing with. So when I was at this thing and he said, go fast, I thought to myself, I said, well, go fast. I said, but yeah, but you can't go fast because you're still, you haven't changed the process in order to get the money. So, you know, when they do all the budgets and stuff for DOD, they're looking five years out like here's the budget for the next five years and here's what I want to buy.
(56:25) And then it goes through, you know, months and months and months, finally ends up on the presidential budget. You know, this is like this thick and then the presidential budget comes out says boom. And now they can start moving. Now they've got, because they went through appropriations, they've got the money approved, the president signed off.
(56:38) We have all, we have the money. Now we can do contracts. Unless you change that or you have, you redo funding that says, hey, there, we have a pot of money for certain things. That's just going to get replenished. But you know, now it's known, you know, or you have a program that it's kind of discretionary, kind of like a petty cash in a business where you go, I just need to go get this or buy, you know, you don't have to, it's not, you're just worried about what you took.
(57:05) Because I think for the initial stuff on this is it's in the big picture, it's relatively low cost. You know, I'm not trying to,

I'm not trying to build a whole new infrastructure. I'm not trying to do all that. I'm trying to capitalize on this, you know, and I think from the speculation, like someone did an account for the tic-tac, you know, for it to come down from above 80,000 feet, hang out, do what it did, and then go up and disappear.
(57:29) The amount of energy for something that we would know to do that is like through the roof. It's like you're running New York City for quite a long time on the power required to do that. Like maybe ignite the atmosphere type energy levels. Yes. So you go, okay, well, one, how's it doing? Because now you're talking game changing technology that we don't possess.
(57:48) Or maybe we do possess, we just don't know how to make it work. You know, and oh, by the way, if we have technology, and I'm just talking about what was just released, saying they're right, and we have technology, and we have these craft in some state of either fully together or not fully together, I'm going to assume that other countries have the same thing, right? So you can say, you know, let's just say the big ones, Russia, China, you know, where's that at? You know, and where are they at?
(58:20) Because they don't have the issues that we have, they're doing it. We have some of the brightest people in the world, you know, that want to do this stuff. But, you know, is it a, can you because your pool that you're swimming in is much smaller than the big pool. And I've said this, is there a chance to pull other academics, where you go, this person over here at this university is like one of the leading experts.
(58:47) Can you feed them in in a, you know, you'd have to kind of put it in a swim lane, I'd say, you know, where you're not going to get to see everything, but you're going to get to see this piece. How's this work? And I think that's probably been done, but not overly successful because I don't know the state.
(59:02) I don't know the truth on that stuff. I just, you know, what I see, but a buddy of mine, that I was, remember that text I was reading when I came in here, he had said, you know, why is, why do you think that, you know, the government is not trying to put a lid on some of this stuff that's coming out? And my response was social media.
(59:19) The government can't react fast enough to do it. And oh, by the way, the difference between now and the fifties is the people in the government want to know, you know, you've got elected officials that are actively, you know, the, I think it was a defense acquisition bill that got passed that Senator Rubio and Gillibrand put the clause, I think it was those two, if I'm wrong, please forgive me.
(59:42) The bill, the whistleblower that says, look, anyone inside, anyone that's working inside the US government that has knowledge of this stuff can come to us as a whistleblower. And there can be no repercussions against you. It's law, the president signed it, it's law. So if your boss, you know, like, if I'd have told someone when I was a CEO, don't you say a word.
(1:00:06) You just need to get ahold of people in DC and you can say whatever you want. Nothing can happen to you. You know, but I also, there was a thing on a guy, I saw something in Afghanistan, but I was told I couldn't talk about it because it's top secret and I'm not allowed to talk about it. It's like, you know, I couldn't, I couldn't look at someone, I didn't have the authority.

(1:00:23) I wasn't a classifying authority when I was a CEO go, that's top secret. You can't talk about it. You know, maybe if you're a junior, you know, you're an airman, you know, you're 18 years old, you'd be like, Oh my God, I don't want to go to jail. But legally, I could, I didn't have that power.
(1:00:35) I didn't have to go, I'm making this, this is now top secret. Dave said so classified by Dave for Dave. There's a process that goes through when we classify stuff. And there's reasons that we classify stuff. So it's, it's getting that stigma. And supposedly he's only the first one that's went public.
(1:00:52) The rumor is from inside. You talk about Grush right now. Yes. That there are, there are many people that have come out. There was a guy that came out and actually said, I worked with him and he's legit. He's actually did those jobs. He is actually, so now you got someone that literally said he was there.
(1:01:08) It's kind of like the, you know, I'll go back to Bob because this is 1989. Bob said he worked at Los Alamos and then they're like the national labs and no, no, no, he didn't know. He didn't. And then they found a phone book with his name in it. So obviously he did. And then he knew his way around and people there knew him like, Hey, you know, cause guy that builds rocket cars is pretty easy to remember.
(1:01:27) So you know, you're trying to race that he was there, but then you prove that he's really there. Well, now you got someone right away that comes out and says, Oh no, that's legit. He actually worked here. Boom, boom, boom in the clear. So I just think the, the tide has shifted and it's picking up a lot of momentum.
(1:01:45) Let me, let me explain one thing I've been, I've been seeing and this is that this is a good time. I guess a transition to this. So as I think some of the watchers might know, I recently started Americans for safe aerospace, which is a five Oh one C three nonprofit. Essentially our mission is to identify what's in our skies in a tactical environment in a, you know, civilian aviation environment.
(1:02:09) Uncertainty in air space is something that needs to be resolved. That's not something that we just settle with and we allowed to be part of our normal operations. And to what you were just talking about, sadly we've seen, I think some potential whistleblowers not necessarily trust some of the people in the pathway of that process that you just described that was passed in the national defense authorization act of 2023.
(1:02:35) Right now one of the agencies that is to set up a secure pipeline for that is the all domain anomaly resolution office or arrow within the department of defense. However, it seems some whistleblowers are going either directly to Congress or to others to report their cases. There seems to have been some lack of success reporting directly through the arrow mechanisms and at least some of the cases.
(1:02:58) And this is anecdotal from what I've heard. But the point is we are seeing a lot of potential whistleblowers. You may classify them as whistleblowers. You may classify them just as pilots who've seen things or for. Patriots. Patriots, yeah. Military folks that have seen a lot of things. They actually are coming to the American for safe aerospace.
(1:03:19) They seem to feel that is an organization that is

respectable and credentialed enough where they are sharing their experiences. Some of these we are formalizing into official case files that we may or may not be able to present to Congress depending on how the investigations continue. So to your point, we are seeing these people come out of the woodwork.
(1:03:42) I think we're going to continue to see that happen more and more. For those that don't know, Dave here has joined American for safe aerospace currently on our air crew leadership council. We've also invited Dave to join us on the board of directors at ASA. It's always been important that this organization was a pilot-led organization because at the end of the day this is such a pragmatic issue for me.
(1:04:10) And I know that you share that same feeling because you understand what it's like to be up there and not have the ability to mitigate these types of risks. So thanks for joining and thanks for speaking out on this topic. No, it is because I think the focus right now is everything has been military. It was the east coast events that you were part of.
(1:04:26) It's the west coast events that we had. But I know you talked to Zeno, the airline pilots. There's a bunch of people. My brother-in-law is a UPS. He's seen stuff flying over the Pacific. Like, "Hey, I'm looking at a light go one way and it just stops and goes right back the other way.
(1:04:42) " We don't have that technology at all just to stop and go the other way. So you're seeing a matter of fact I went to, I was on vacation in Hawaii and we got off this whale watching thing. And there was one of the flight attendants from our flight was on the thing. She had her couple day layover in Hawaii.
(1:05:03) And somehow the subject came up and she's like, "Oh, we see stuff all the time." She goes, "I've had captains call me up in the cockpit. Go check this out." So the question is, one, I think it's being reported more. So this is kind of like when you put a focus on safety. When I did oil and gas, we went out and consulted safety stuff.
(1:05:22) So when you put a focus on safety, what you first see is you see a rise in incidents. And it's not that there's a rise in incidents. There's a rise in reporting of incidents. It's not more incidents. It's just people are now talking about it because they feel safe to talk about it. So the more we're seeing with people, are there more incidents? Like are there more of these UAPs flying around or are people just more willing to talk about it? Because it used to be, "Yeah, I saw something weird and that is what it is."
(1:05:51) Like I never talked about it. I was like, "I tricked myself." You tricked yourself into thinking it's a laissez because what else would it be? But now you've got a reporting process and I'll tell you what, social media is becoming and I'm not a big social media fan because I think there's so much BS on social media and anyone can be anything.
(1:06:13) Anyone can be a bully. They're talking about, "Oh, the memes and stuff that come out with this submarine that just imploded going down to the Titanic." And you look at it because if people view it, I always look at the views like, "All right, it's great. You guys did this story, but it got a thousand views.
(1:06:31) " But it's still a thousand views. And then if they share

it, because what you don't see on YouTube when it counts is, "Where else was it shared? Was it posted on Facebook? Was it shared around?" So word gets out there and word gets out there fast. So now I want to go back to 1947 and think, "Okay, Roswell, this thing crashes.
(1:06:48) " And the farmer sees it, he calls the Air Force, I'm trying to think if his name goes out there. Now you got social media and they're doing it and the farmer's taking pictures with his phone and he's posting them. Before the military shows up and he's posting that stuff on Facebook. So now you got pictures of stuff.
(1:07:03) You can't make that go away. In 1947, you could. You clean up the mess, "Oh, there's nothing to see here." And then you do it. But with social media, there's so much. First stuff hitting YouTube and Facebook faster than it hits the news networks because it's someone with their cell phone.
(1:07:22) The first thing they do is not send it to NBC or CBS or CNN or Fox or whatever. They post it. They go, "Ooh, ooh, ooh. I'm posting this and then I'm going to put it on YouTube and I'm going to do this stuff because you see it." And the proliferation of security cameras. You almost can't do anything between your cell phone, because it tracks you, and security cameras.
(1:07:45) That's the murder suspect in Idaho, those four kids that got killed, Kroenberger. That's how they started tracking cell phones. They figured out his cell phone and then they started looking at security cameras and you can see his ... They go, "Well, there's a camera here. He came this way and there's his car and there's his car going the other way.
(1:08:02) " So you start narrowing stuff down. So I think just technology alone that's in the hands, because we invited Big Brother into our lives. If you think so or not, but go read 1984, you're living it. It's too hard. You can't put that back in a box. It's out there. And in our government, if you're China and you just want to shut down the internet, you can do that.
(1:08:23) Shut down the internet in the United States, you're going to have a revolution. People will just lose their minds. People are worried about the electrical grid, but I mean, same point, I think. Yeah, but you think about it. I think that's the big problem. That's literally when I text back my buddies, like, "Why do you think that stuff's not coming?" I said, "I just think.
(1:08:40) " It's social media and now the support of elected officials that want to know, if there is stuff, it's only a matter of time. It's only a matter of time. You can only hide so long because someone's going to talk. Someone's going to talk. And you can go back to 1989 when Bob talked and didn't know what was going to happen to him.
(1:09:04) And it's not believe or not believe. He did this. Now you're going, "Oh, the same stuff is happening and oh, by the way, there's more." It's just so not everyone wants to help. And now there's a process in place though to do it the right way. There's a formal process because when I talked to some of the officials in DC, they had asked one.
(1:09:21) I said, "You don't know where to look." And I said, "Here's the other one." I said, "For one, if you look, everyone looks at the military." There's a bunch of organizations inside the United States government that can hide stuff. I said, "But from a military standpoint, you're in a place three years, four years, if you do two

tours, six years, blah, blah, blah, except for like, Lamar.
(1:09:36) " And if you're going to go to places that are really remote and you're going to hide stuff, there's limited time that you're going to be there. But the government civilian population, the GS is GS9 to 15 and it goes into SES, which is the flag equivalence. They'll stay in those positions and in those organizations for 30, 35 years.
(1:09:56) So if you said, "Hey, I've got this. Just send it to Bob down the hall. You know that long corridor on the left and it goes to Bob. Bob's got it. He's been there forever. He can do that." It's right. It's the irony of Hollywood when you look at Independence Day and they go out to the place in the desert, which I think in the movie they called Area 51, but they go out there and they're with the president and they got the, I think it's the secretary of defense or whatever and they go in there and he's
(1:10:26) like, "How did I not know about this?" The president says, and they've been working on it. "Oh, good to see you. We were hoping you would come someday." And he's like, "How did I know about this?" And he goes, "Well, we don't tell you everything." There's only a few and that's literally, you go, "Hey, there's 30, 40 people that know about it in the entire United States.
(1:10:43) " You go, "Okay." You don't think you could hide stuff? It's like, "Yeah, you can hide stuff. You can hide stuff in plain sight." Well, I want to go back to the point that you made earlier about, or at least actually the point I made, but I will add that folks that are in a position to take advantage of those whistleblower laws that were put into place or commercial pilots or other aircrew that want to add their data to this, you can go to safearowspace.
(1:11:20) org and contact us to submit that statement. As I said, we are developing some interesting cases that could potentially form into eventual whistleblower cases. We're not interested in classified information. We're not set up for that and that's not what we're asking for. But whether you have supporting paperwork or something that's very firm or you just like to add your data, I would encourage you to go to the website, join up and send an email to submit your story.
(1:11:47) We are going to have more formalized database as well as submission forms specifically for this task in the near future, hopefully up already by the time this airs. But I would encourage you again to go to safearowspace.org and submit through there. I think that's important too because not everyone has access to go to Congress and some people just don't know where to report it.
(1:12:09) It's not like they're afraid, it's just they don't know where to go. It's a lot. The cool thing with this is it's podcast, it's reputable podcast where you go, "Hey, look, this is not my end all. I'm not trying to become overly famous on this. I'm just trying to solve answers.
(1:12:26) " I think you've done that. Lex Friedman has done a great job of bringing people on because he takes a scientific approach. And then Joe Rogan, who obviously being the largest pod, I think he's the largest podcast on the planet, he gets us out there and he talks about it professionally as does Lex. And that's what you want.
(1:12:43) You want this credible, kind of unbiased view. Well, what do you think? You hear it, is that guy full of shit? I don't know. When you're talking about some of the people that come forward, because

I've heard people talk that I don't agree with. There's people that talk that if I get called up and someone says, "Hey, I got called up by a foreign TV station.
(1:13:02) " Say, "Hey, will you do this?" I said, "Who are you working with?" They said, "Well, we're talking to this person." I says, "He can cut me out." Because if there's certain people they're going to be a part of, I don't want to be a part because to me it detracts credibility.
(1:13:13) It's part of the reason I don't talk much. You've seen my phone, I get requests all the time. Right now I only do it if I know you. That's why we're talking. I know you. I trust you. I know this is not going to come out like a clown show, which to me is important. I'm not saying that some of the ones that have contacted me aren't reputable.
(1:13:32) Don't take it that way. I have the ability to be selective. I have a whole other life that I live and I'd like to leave. I like that life. Like I said, as much as my time in the Navy didn't define me, I don't think this should define me, although it has, because I get people that come up to me on the street and go, "Hey, you're that guy.
(1:13:53) " I go, "Yes, I am." I was at a facility at work. We were meeting with some people, some of our clients. We were talking to two of them. There was like six of us and there's these two guys and they're sitting there at their computer terminals and talking. I look over at the guy on the right and he's turned around and I can see he's Googling and I see Nimitz.
(1:14:17) I'm like, "Oh, great." He turns around and he looks at me and he goes, "Hey," because I saw what he was Googling and he goes, "Hey," I go, "Yes." I go, "Yes, yes." Someone looked at me and they go, "I'll tell you later." When I left, my boss was there and when we got back together, she goes, "Wow, they must have really been interested in our stuff.
(1:14:38) " I said, "No." I said, "That guy knew who I was and he just wanted to talk about the UFOs and what's going on." I said, "It's that piece." I laugh. At times it's funny and most people are pretty cool about it. You can tell but they'll stare but several once in a while they'll come up and most people are really polite like, "Hey, thanks.
(1:14:58) Really appreciate what you did." But for the most part, I don't want it to define me. You've been a Marine. You've been a Navy fighter pilot, commanding officer, top gun graduate. Did you instruct at top gun? No, I did not. I went through top gun and instead of going to be like a weapons school guy or state top gun, I went to Japan and ended up being an air wing strike-ups.
(1:15:26) You accomplish all that. Each one of those is something that potentially does define a person. Those are all incredible accomplishments and never mind the fact that you may be the first person to attack, engage a UAP. I said that to a guy. I was doing a project at a government organization. I won't tell. It's a five letter organization.
(1:15:52) We were doing some of the combat stuff. I was sitting there. We were talking about the future. I said, "Well, I actually went two circle with a 10th gen fighter." We're on a fifth gen fighter. He looked at me and goes, "You know, Dave, that's actually probably true. You're probably the only person on the planet that's done that.

(1:16:10) " I said, "Yeah." I said, "I went two circle with a 10th gen fighter." It bugged. I figured out it was me and it left. I got to pump my ego up a little bit. That was the joke on the airplane comic. You've had a successful career too after the Navy. You have a lovely wife and a bunch of successful children.
(1:16:30) All of these, I think, would be individually something that would define somebody. You've said a lot of ways how you don't want to be defined. Have you thought about how you do want to be? Yeah. Yeah, I do. Usually, husband, dad, now grandpa. Grandpa. Congratulations. She'll be here next week on Wednesday.
(1:16:51) You know that, but for me, it's hard to get everybody to be 100% because there's always someone that thinks you're an a-hole. Just an all around good, generous person. I like to do things for people without telling me. I just did something for a young boy. He was big into aviation. His teacher knew me.
(1:17:25) She had said, "Hey, this kid is just he's eight years old, a second grader. This kid is obsessed with aviation, like obsessed." I went and he went to the same school as me. I said, she goes, "Hey, she's actually really, really good friends with my wife. We all went to high school together.
(1:17:41) " She said, "Hey, can Dave put something together?" I'm like, "Yeah, just give me a picture." I said, "Yeah." I called one of my JOs from '41 who has done multiple tours with the Blues and Blues and Pensacola. I said, "Hey, dude, can you get me a litho?" You know the Blues lithos.
(1:18:00) I said, "Hey, can you get me a litho personalized for this kid? I want to hook this kid up and then I'll send him some other stuff." He's like, "Be my honor." We're waiting and it's getting to the end of the year and he calls me and he says, "Hey, did you get that?" I said, "No.
(1:18:12) " He goes, "Man, they sent it like two weeks ago." I go, "Dude, I need it like in two days because school's going to end and they want to give it to them before school's up." Sure enough, two days later, envelope shows up. It's got the litho. It's got two other pictures of the Blues with Fat Albert.
(1:18:28) It's got the 2023 yearbook. I go in and I found some of my stuff. I had a top gun patch, a real top gun patch, not the fake ones you buy online. A sticker for top gun. I wrote him a letter and I put some patches, some of mine, one of my ones, the squadron stuff because he likes to dress up as pilot. He did that for Halloween.
(1:18:49) I sent it to him. I said, "Hey, these are this." I told him what everything was too. This is this game of squadron coin from '41 that I had laying around. I put all this stuff together for this kid because for me, it's motivating the youth. That's the future. I wrote him this nice letter saying, "Hey, Thomas, I know your teacher told me you're a huge aviation buff.
(1:19:07) " I said, "But there's a lot more that you and I have in common. I went to the same school as you and at five years old, I became obsessed when I watched the Neil Armstrong walk on the moon, which is how old I am." That's what cued me in that I wanted to fly. It was basically like, "Follow your dreams.
(1:19:23) Don't ever let anyone tell you no. Just keep going, keep going, keep going." I wrote him this. It's a pretty big letter. I can just let you see it. I wrote him a letter. I didn't ask for any

recognition. I put it all in an envelope and we mailed it off. If you want to define me, I want to be defined by acts of kindness like that, not acts of kindness where I get recognition, just acts of kindness of helping people succeed.
(1:19:45) I did it in the Navy to try and help my sailors get to where they want to, get them the orders that they wanted to help them be successful in life. I've done it here. People don't need to know I do it, but the people that are like, "Hey, can you help me out?" It's like, "Yeah, that's how I want to be known.
(1:20:01) " To me, that's more important. One of the ways I've personally defined leadership is enabling others in a way that's best for them as individuals, not necessarily for organization, but on a personal level. You've done that, I think, as a commanding officer. I think I've known you well enough to say that you have a personal leadership style.
(1:20:20) That's very engaging and direct of one-on-one, and I've seen you do that professionally as well with subordinates, and they really respect you for that. I see yourself, when you reach back and explain that to me about how you're reaching out to what I would say is the next generation and providing that same mentorship, I would almost say that's one way to define it.
(1:20:40) Someone that is very giving and that is very eager to see the next generation grow up, and you can maximize your leadership effectiveness by influencing that next generation. Funny you say that, and I appreciate you saying that because I was fortunate enough to work for just some of the best people, so I had a boss in the Navy, one of the best leaders I ever worked for, God rest his soul.
(1:21:07) He had to make a choice. He was pre-selected for major command, which is air wing commander, good chance he would have made flag, went on, just a super, super talented individual. But he had moved his daughter like 13 times. She was 13 years old. His family had been all over. You know how it is with the Navy. He elected to go.
(1:21:29) He was really smart. He had a master's. He was a Naval Academy grad, had a master's from the Kennedy School at Harvard. I actually took him back in January really cold back so he could talk to the PhD program because he wanted to do the professional military instructor job. Professional military instructor is you basically get your PhD and then you go back and you finish off your time to 30 years.
(1:21:52) He was pretty senior at this time because he was a post command O5, which is really rare. A post command aviator, tactical aviator, he was that 14 guy flying super hornets now to go back to the Naval Academy because you didn't have those people going to the Naval Academy when I was there. So he looked at me one day because he was going to do this and he ended up, he got into Harvard but he turned it down and he ended up going to the University of Maryland and worked with a lot of the former very senior government like DOD
(1:22:19) folks that were his mentors as he went through this leadership PhD. Then he finished up his time. He ran the leadership department at Navy. He ended up sitting, I think the ethics chair at West Point and did a bunch of stuff and then unfortunately he passed away at his own hand, believe it or not. But he asked me one day, he said, do you think I'm doing the right thing? Because I was kind of his sounding board and I was sitting in his office.

(1:22:46) I would go down there once a week, just sit in his office, close the door and he would just talk. I would just sit there and listen to him. It was like he could vent. He could vent to me and he said, do you think I'm doing the right thing? And I said, I do. And he said, why? I said, well, let me put it in this context.
(1:23:02) Let's say you don't do, you just stay the normal thing, you air wing and you make it all the way to four star. You become the CNO. I said, how many people are you really going to influence? How many people are you going to really remember? I mean, I spent a lot of time in the Navy. If you asked me who the CNOs were when I was there, I'd be like, I don't know.
(1:23:20) If you asked me who all the other animals, I go, I don't know. I really don't. I didn't care. They didn't, because they don't directly influence me. I said, now you go the other path that you're doing and you go to the Naval Academy, you spend the last five years of your career teaching with your background.
(1:23:35) Your retirers are no six, but you're going to teach midshipmen. So if you're there for five years, you're going to have access to basically 8,000 plus midshipmen over the time. Everyone's going to know who you are because you're that kind of leader. He's very personably super nice. He's a tactical guy.
(1:23:52) I mean, he flew the pointy nose jets off the big flat boat. I said, what's your impact going to be? If you stay in and make four star when you get out, the memory of you will fade rapidly. You'll go do what you do. I said, but if you influence 8,000 midshipmen, and even if you don't come, you'll come in touch with at least half.
(1:24:09) So you got 4,000 midshipmen. Of those 4,000 midshipmen, some of them are going to go on to be four stars 30 years from now. They're going to take what you taught them because I'm a big believer that you take away a part of everyone that you meet, good or bad. I said, you're going to influence those young leaders that are going to carry what you taught them for 30 years in the Navy.
(1:24:29) We'll be long gone, dude. We won't even know if we're coming or gone at that time. I said, now ask me if you made the right decision on the impact that you're going to have overall for the Navy. And he looked at me and he said, I love talking to you. He said, because you're absolutely right.
(1:24:44) He said, I can tell you my Naval Academy profs that had an impact on me to this day. And that was 30, we were doing our 35th this year. So 35 years ago, I mean, I know the ones who I looked at and said, that guy, I liked him. I liked his style. I know my commanding officers at the O5 command level. Most of the other ones above were more figureheads than the guys that actually influenced me and molded me.
(1:25:11) So that's kind of that point of giving to the young ones, because those are the ones that are going to carry on the legacy longer than your peers. It's just like the people that go, you go, who has the most influence? The business leader? He's like Zuckerberg. He runs Facebook. He's billionaire.
(1:25:29) He's successful. Or the high school teacher that really cares. The sports coach that it's not just about always winning, but it's about helping you grow, the individual grow into a productive adult. Who's better? I'd say the high school teacher or the elementary school. Like I still know, I had one of the kids call me.

(1:25:54) My football coach's son called me about the UFO stuff. I knew him when he was a little, he's about, I don't know, he was younger than me. His mom was one of my teachers. Then I was talking to him. I said, "Hey, when you see your mom, tell her thanks that she was probably," and she is to this day, Mrs.
(1:26:11) Gichardo, I'll mention her, probably one of the best teachers I ever had all the way through college, masters, all that stuff. She was amazing. She cared. And she was always there if I needed something when you're doing all the paperwork to do stuff. She was always there for me. And I go, "That's the impact you want to have.
(1:26:27) That's what you want to be remembered." Sadly, you don't realize those people are performing that role until you look back often. No, you don't. But being kind to people's, I always use my grandfather's funeral. My grandfather was a beer delivery guy. Beer delivery guy? He was a beer delivery guy.
(1:26:44) He did. He drove the beer truck and a great guy. He was the one who always told me, "You're not better than anyone and no one's better than you." He goes, "It's not money or anything else. It's the person that you are." And he was a normal guy. I was fortunate enough that he was my grandfather, so sorry to everyone that he wasn't.
(1:27:01) But when he died, think anything of it, he's a normal guy. Grew up poor. He was the first one, I think first or second one born in the United States. Everyone else came from Sicily. So he comes over here. He does that. When he dies, the funeral procession was miles long. There was no room in the church. There was standing room outside.
(1:27:20) The aisles were all ... It was just completely ... And this is really the first real funeral I went to. I said, "This is the norm." Someone actually, I think, asked my mom or my aunt who died the pope. They're like, "No." They go, "Who was he?" She said, "I was my dad.
(1:27:35) " They said, "What'd he do?" They go, "He was a beer delivery guy." But he was so kind to people, completely unbiased. During the '60s, he was the one guy taking the beer down into the minority neighborhoods when the riots were going on and the guys were protecting him. When he died, you go, "Wow, all these people.
(1:27:56) " And everyone was there. There was mafia people there. The head of the Black Panthers was there. To see ... I'm just like, "I'm a high school kid." I'm thinking, "Oh, yeah. Well, yeah. Grandpa was a great guy." His legacy was far more because there's filthy, filthy rich people that are successful in business that die and nobody's there.
(1:28:16) We're there because they want a piece. He wasn't giving anybody anything. It was really just people paying their respect. I doubt I would ever have anything like that. If I just impact the lives of people and they go, "Yeah, I made a difference in my life. That's all I care about." My kids are living an example of that.
(1:28:33) They're doing quite well for themselves. Hopefully, my granddaughter has that same thing. That's all I care about. Well, Dave, thanks for the impact you've made on my life and the impact you've made on other people's lives through your experiences. I know a good thing when I see it. That's why I gave you a job.
(1:28:52) So yeah, it's just you can see good people. I think everyone

provides value. You just have to put them in the right spot. So don't judge people. Don't put them in a box because they don't fit your mold. It's an unconscious bias that we all have. I'm guilty of it. I'm not going to lie.
(1:29:09) Everyone's that way. But then you've got to step back when you find yourself doing that, going, "Okay." So let me ask, Dave, where do you think this story goes in the next five years? I think, personally, I should say I think and I hope that there's going to be a rollout disclosure. I don't think they're going to dump it all at once.
(1:29:29) I'm not going to lift up the garage door and go, "Here it is. There it is. We've had it. We've had it forever." I think you're going to see pieces come out. Are we already on that process? I think we're there. I think with the folks that are inside that are coming out through the whistleblower act, thanks to the senators for getting that passed into law.
(1:29:50) I think that's a game changer. It's literally a game changer because I'm telling you, prior to 2017, they tell you, "Man, if you came out and said that, you were done." No one wanted to talk to you. It's like, "Oh, watch how you approach it." Now it's like, "No big deal.
(1:30:07) They'll call you up on the phone." I mean, there's influential people outside of government that are very well financed, billionaires that are into this that are trying to sway this and move it because everyone wants to move. If they have it, let's move the technology because what you don't want is someone, like I talked to go back to the Nuke story, you don't want someone to gain the access and figure it out that's going to do bad with it.
(1:30:31) Once we had it and then you go, "Hey, the other countries that started to get nuclear weapons have that." There's still that deterrent because we have it too. The fear is when we first got it, the fear with the rest of the world was, "Oh my God, they just used it. Oh my God, they could.
(1:30:46) " Where are they going to stop? Yeah. I mean, that's not our nature. We go in, World War II, we blow everything up and then we put a bunch of money into it to rebuild it. It's our nature. I like to think there's obviously someone that doesn't like the US that's going to go, "Ah, it's crap.
(1:31:03) They didn't do anything." Well, we did. We do put a lot of money out. I think it's groundbreaking what's going on right now. I sit back and I watch. As you know, we have contacted people that are on the inside so you get a little feed of leaders of what's going on. I think we're on the precipice of something big.
(1:31:25) I think it's going to happen. It's going to happen. I'm confident that it will happen in my lifetime. Everyone knows I'm going to be 59, so I got some time, but I think it's going to happen sooner than later. I think hopefully by the time I'm getting my social security checks that at least we know that we have stuff.
(1:31:46) I'm not going to get into the bodies, but everything's coming out. The whole moment of contact that James Fox did about the Verzinga, Brazil incident. There's another example. That's '97. Remember, that's right before everything's ... Internet was 14.4 modems, maybe 28.8 back then. Remember they used to have the phone book.

(1:32:05) You could go to the WW. Look up, "Oh, I want this." It was literally ... That's when Google was really becoming the search engine. When I didn't have '97, I had a flip phone. Did I have a flip phone? If you had that. Oh, I didn't have a cell phone in '97. No. I wish I had my ... I still have it.
(1:32:25) I wish it worked. I love my razor. I got an iPhone, but I love my razor. With technology and the way the world is so connected, I don't think you can keep it in a box. I think in certain countries you can keep it in a box because they can control the population. But in a free speaking world, there's no way you're going to keep it in a box.
(1:32:49) People are just going to ... They're just going to do what they do, and they're going to get stuff out there. As soon as it's posted, once it hits the ether, as you know, no matter what's like Instagram, what's the one that goes away? Is it Instagram that you pulls up and it's only there for a little bit that goes away? Snapchat? Or is that Snapchat? Yeah, you're talking Snapchat.
(1:33:05) Yeah, but people don't realize it comes up and you go, "Boom," and you capture the picture. You can, yeah. Yeah, and you can do that. Once it's out there, it's out there. Which is why I'm glad I grew up without cell phones because some of the stuff that I did, I'm pretty glad that there were no cell phones around.
(1:33:21) I think, honestly, I think what you're doing is important because it's another avenue. I also think that the safety of aviation is important, especially with the ... You look at the shortage of pilots, you talk airlines, and that one government person, it's like, "Hey, we'll just produce training.
(1:33:37) " No, we're running at like five ... In the United States of America, major, major, major, major airlines, it's like five nines. It's better than like Six Sigma. It's pretty amazing, the safety record that we have, the Check Six piece to say you could fly for like 14,000 years before you would have a mishap on major carriers.
(1:33:53) But when you start lowering that, it's why when they come out and say, "Well, it's all DEI. We got to do DEI," I said, "No. We don't do DEI for sports. The NBA, the NFL, the Major League Baseball, we don't go out and go, "Well, you know what? We need this flavor person.
(1:34:07) " No, we're looking for the best. It's like I don't want someone who got selected to be a doctor to be, "Well, good enough." I want someone that actually worked hard and knows what they're doing, not, "Oh, we put them in. It worked." I think when you look at that from an aviation standpoint, and you go to the best, but now we've got a shortage because people aren't moving that way.
(1:34:28) The fear is over the next 10 or 15 years, what happens to the quality of people that we're pulling out into aviation? Because right now, you need 1,500 hours to get an ATP, but for someone that's like a civilian pilot, they're up there in a couple thousand hours before they even get into moving heavies.
(1:34:44) What happens when ... We have a ... Standardization is huge, and the airlines do an amazing job of training people, but as you know, aviation is a self-cleaning oven, and it's like 90% of mishaps from the military involve a human factor. The airplane was actually landable and flyable, but they ended up ejecting, or they crashed and killed themselves.

(1:35:06) When you move that to a larger scale, I have concerns on that, that don't ever ... Don't lower the bar, or there's a paper called "Widening Home Plate." Don't widen home plate. It's that size for a reason, so stop widening home plate. We have standards for a reason. We have academic standards for a reason.
(1:35:25) I think we've lowered them a lot in the United States. Stop lowering it. When I was a kid, if you failed, you found out when you didn't ... I had a first grade. Never forget. I got our teachers for second grade. Who'd you get? We got her, first grade teacher. That's how I figured out he wasn't going to second grade.
(1:35:40) He did first grade twice, and it worked out for him. Nowadays it's like, "Oh, no, keep them going. Keep them going. Keep them going." No, there's a reason. Math is math. A lot of skewed incentives in that structure right now. Yeah. Okay. Well, Dave, it was an absolute pleasure to have you here. I think to your point, we are going to see a lot of changes in this area over the next few years.
(1:36:02) Perhaps we'll have you back on and we can discuss some of them. You know, Ryan, I hope we do, and I hope I get invited back. I think there's some stuff coming out. There's the documentary that I know you're a part of that's going to be coming out that I think is going to be game changing.
(1:36:19) There's been a lot of stuff said, but I think this is going to have the right amount of people. I'm not saying who it is or when it is, but there is something being put together that I think hopefully it will come out and it'll be that one thing that pushes it over that says, "All right, we can't.
(1:36:35) " That cat is definitely out of the bag because I think there's going to be some interesting information that comes out in it. So it'll be good. I think it's an exciting times. We don't support the X-file themes here at all. All right, Dave. Thanks so much. That's Twilight Zone. Yeah, thanks, dude.
(1:36:52) It's been great. Thank you.

House holds hearing on UFOs, government transparency | full video - YouTube
https://www.youtube.com/watch?v=SNgoul4vyDM

Transcript:
(00:03) the subcommittee hearing on unidentified anomalous phenomena or uaps will come to order welcome everyone without objection the chair May declare a recess at any time additionally without objection the following members are waived onto the subcommittee for the purpose of participating in today's hearing Mr burchard of Tennessee Miss Luna Florida Mr getza Florida Mr Burleson of Missouri Mrs ocasio-cortez in New York and Mr ogles of Tennessee without objections so ordered for today's subcommittee hearing
(00:36) both the chair and ranking member will have 10 minutes for opening remarks we may both be giving some of those minutes to other members of our party I'm now going to recognize myself for 10 minutes I'm actually going to try to get out of here in about four and then we'll give it to some of my friends over here good morning and welcome to the mostly exciting the most exciting subcommittee in Congress this week the subcommittee on National Security of the board in foreign

affairs for discussion of
(01:05) unidentified anomalous phenomenon I'd like to thank the brave military pilots and Personnel such as wit such as the Witnesses on the panel today for sharing their stories on how they've engaged uaps which has brought attention to this matter curiosity and speculation from all walks of life have generated interest in studying what uaps are and what threats they they may pose I will say that when I was younger in school I read a book a 1966 book called flying saucers serious business and for a while when I was a
(01:39) little bit younger I thought it was the most important issue out there the lack of a transparency regarding uaps which was one of the themes of that book um in any event it's led to interest in studying what uaps are and what threats they pose the lack of transparency regarding uaps is fueled wild speculation and debate for decades eroding public trust in the very institutions that are meant to serve and protect them as is evidenced by the large number of people we have here I also want to point out in 1966
(02:19) President Gerald Ford claimed to have seen a UFO and in 1969 in Georgia Jimmy Carter claimed to have seen a UFO so this has led Congress to establish entities to examine uaps the National Defense authorization Act of 2022 established the all-domain anomaly resolution officer aarro to conduct or to coordinate efforts across the Department of Defense and other federal agents federal agencies to detect identify and investigate uaps however aaro's budget remains classified prohibiting meaningful oversight from
(02:57) Congress in addition to aro's efforts Nassau is leading an independent study and uaps to identify how UAP data is gathered from both civilian and government entities that can be analyzed to shed light on the topic however despite these offices being established their lives of pressing demand for government transparency and accountability that cannot be overlooked and that's been a problem that's been around for 50 years the Biden Administration handling of the Chinese spy balloon that violated U.S airport
(03:28) space is one example how the government is not prepared for these the Biden administration's description of events has shown that the government continues not to be forthright between the Chinese balloon being shot down in two uaps subsequently shut down following the event earlier this year the U.S government spent one and a half million dollars in taxpayer dollars on missiles yet we have seen little Clarity from the Biden Administration we must demand transparency from the Department of Defense our intelligent
(03:57) community and our defense industry on the UAP work we're going to ask some questions about that today Congress recognizes the subject of uaps is multifaceted and requires a careful data-driven approach today we'll see Clarity from these Witnesses testimonies I will see clarity as to what can be done to improve reporting for military and civilians and remain committed to objective inquiry Congress should work to ensure that knowledge is not driven by fear today we are not just obeying the existence of
(04:28) uaps we are deliberating on the principles that Define our Republic which is a commitment to transparency and accountability I look forward to hearing from our Witnesses today about ways we can improve government efficiency and openness when it comes to uaps I thank each of you for your presence here today and for your dedication

to safeguarding the interest of the American people I look forward to your testimony and I'm going to turn it over for two and a half or three minutes to representative burchard from
(04:55) Tennessee thank you Mr chairman thank you all for being here I want to thank everybody for making this happen today and I want to remind everybody this is a nonpartisan issue this has nothing to do with Party politics I think the cover up goes a lot deeper than that I also want to thank my colleagues representative Anna Paulina Luna sitting beside me here Jared Moskowitz my friend across the aisle has an incredible mind and I'm anxious to hear his questions my buddy Eric Burleson and it's not in my notes here but Matt
(05:28) Gates if it hadn't been for Matt Gates myself him and Luna would still be down at Eglin Air Force Base trying to get some answers he's got an incredible legal mind also uh I know I saw it in the crowd there George Knapp my buddy Jeremy Corbell I've they're not Witnesses but they've provided some statements on this subject and I see unanimous consent to enter those statements into the record Mr chairman without objection also would like to enter in I understand now that this is unclassified and it's public
(05:59) record but as we all know that's sometimes difficult for the public to get a hold of a report defense intelligence reference documents Advanced space propulsion based on vacuum space-time metric engineering some light reading for some of our members without objection thank you um you know Mr Knapp wrote since 1969 the position our military has been that UFOs pose no threat to National Security and are not worth worthy of further study I'd say that's the biggest understatement of the decade he also
(06:31) goes on to talk about the dismissive attitude and said odds with what was revealed in documents reports internal memos Mr cabrill says as he writes these words the UFO is emerging as a major topic of global importance um I can state that as a fact out there I met a fella who came in here all the way from Denmark to be here for this this meeting so this is huge this is worldwide I think we we suspect what's going on but I'd also like to thank the members of Congress who supported our efforts to make this hearing happen some
(07:03) have even confided to me that they've had UFO sightings of Their Own those members of course some of them wish to remain anonymous and I'll keep it that way but also finally I'd like to thank these three Brave Witnesses here they took an oath they took a note to uphold the Constitution United States and Dad government they're doing it and we owe them a debt of gratitude [Applause] y'all quit clapping you're cutting in on my time these folks they've got nothing to gain from this and I think you're going to
(07:45) find out that they've endured quite a few slings and arrows we need to remember them in our prayers and their families and I'm thankful them for their honest testimonies they have done interviews and appeared in documentaries like accidental truth to get their stories out there to and and now they are all here to testify under oath for Congress I it's been so difficult to get here today I've said you know in the Baptist Church we'd say that the devil's in our way and um the devil has been in our way
(08:11) through this thing we've we've run into roadblocks from members from the intelligence Community the Pentagon our proposed legislation to go in the FAA reauthorization that just said if uh if

an airline pilot has a siding that when he makes that report to the FAA that it would come to Congress but I was told that the intelligence community did not like that and the bill was the amendment was not even heard in committee I think it's time for this country to take back our country we need to tell the folks at the Pentagon they work for
(08:41) us that government we don't work for them and that's exactly the point this is an issue of government transparency we can't trust a government that does not trust its people we're not bringing Little Green Men or flying saucers into the hearing sorry to disappoint about half y'all we're just going to get to the facts we're going to uncover the cover-up and I hope this is just the beginning of many more hearings and more people coming forward about this and I yield back the remainder of my time um I think
(09:09) is it to representative Luna Mr chairman yeah we'll we'll call him Ms Luna for her statement their circumstances surrounding uaps has captivated the intention of the American people for decades ingrained in even the minds of our nation's leaders from Jimmy Carter to Barack Obama Hillary Clinton to Donald Trump Marco Rubio to Chuck Schumer John Radcliffe to National Security Council officials yet from Roswell New Mexico to the coast of Jacksonville Florida the sightings of uaps have rarely been explained by the
(09:39) people who have first-hand accounts of these situations this is largely due to the lack of transparency by our own government and the failure of our elected leaders to make good on their promises to release explanations and footage and mountains of over classified documents that continue to be hidden from the American people this isn't just how I feel in fact the American people largely believe that the government has actively covered up the truth about uaps one poll in particular found that 68 percent of Americans
(10:06) believe that the government is hiding information about uaps and not being honest about what we know about them and from my personal experience I believe the same thing another poll found that nearly half Americans believe that the federal government is doing a very bad or somewhat bad job of dealing with reports of UFO sightings as representative burchett just referenced on the fa bill that just went through you can tell that that's exactly happening considering the thousands of testimonies and videos taken on people's phones and
(10:34) eyewitnesses accounts made by credible Witnesses such as doctors Pilots scientists and active duty service members is unacceptable to continue to Gaslight Americans into thinking that this is not happening or that the potential of intelligence intelligent life forms exists other than humans even more alarming is the fact that these eyewitnesses are many of times service members and have no assurance that their lives will not be negatively impacted or even harmed by their experiences in being an active duty service member
(11:03) working on an Airfield I've had conversations with many Pilots where they were in fear of coming forward for Retribution and or being taken off flight status how do we know this because the government has said nothing to assure us otherwise they have also did nothing to to calm the concerns of over 20 percent of Americans who have reported to have seen UFOs or uaps we are simply told not to question the government and that the government has it under control today is the first hearing of its kind where we'll attempt to get down to the

(11:32) bottom of what is actually happening with uaps but we'll hear from people who have had personal sightings rather than Pentagon bureaucrats who have always been sent to Stonewall investigations just so that the Press knows and the people know we were even denied access to a classified briefing in a skiff prior to this hearing do the amount of Hoops that we had to jump through to Grant temporary clearance to witness Crush who has knowledge of classified information it is time to have an open-minded discussion on this topic to hear the
(11:59) evidence and understand the magnitude of what this means not just for our nation but for Humanity thank you chairman I yield back the rest of my time thank you very much and I'd like to thank you thank you and Mr burchett for bringing this topic to my attention uh now we'll recognize National Security subcommittee ranking member Garcia for 10 minutes well thank you Mr chairman and I want to thank first our Witnesses for joining us today I want to begin by thanking you all for your service to our country I
(12:29) mean for sharing your voices uh today and your courage uh to be here as well uh to Mr Graves uh particularly grateful to you to spend some time uh that we had um for you to share with Candor um some of your experiences so I appreciate that as well I do want to thank all the members of our subcommittee today and also those that are here and have waved on for their incredible interest in this issue uh particularly to Congressman birchet I know that your leadership has brought us to this place today and I want to thank you for uh for that as
(12:56) well as everyone else that's been engaged in this work I also want to thank the oversight staff who I know has been working very hard to ensure uh that today's hearing is serious that it's transparent and that it also provides appropriate answers as our oversight body always demands now it's really important that we're here in a bipartisan way to have this conversation which really to the heart of it is about National Security and key to the subcommittee's Core purpose this is the subcommittee on National Security of the
(13:24) oversight committee now our witnesses will testify today that uaps have posed a serious safety threat and we must understand this more broadly we're dealing with real questions that get to the heart of our faith in government faith in our institutions as we all know is at an all-time low partisanship and alternative facts make it too easy to doubt narrative or into or our institutions but this hearing will offer the public unique perspectives building on years of reporting by both federal agencies and the Independent Media now
(13:54) some of the earliest reporting on this issue was a groundbreaking 2017 New York Times report which we which revealed research as we know now on unidentified anomalous phenomena as many call UFOs by the defense intelligence agency Mr Graves and Commander forever's experiences with uaps have also been documented by the public not just by the New York Times but CNN and many other national news outlets now the office of the Director of National Intelligence has published public reports doc committing uaps and on June 9th 2022
(14:24) NASA announced that the agency is commissioning a study to of course examine unidentified anomalous phenomena now the sheer number of reports whistleblowers and stories of unidentified anomalous phenomena should raise real questions and warrant investigation and oversight and that's why we are here today now Pilots have reported

encounters for years now because of the stigma around reporting these incidents we still don't have a complete picture of actually what's going on particularly as our witnesses
(14:50) will testify on the civilian side and that is a real problem that we have today in the country now it's very important that we show that Democrats and Republicans in Congress can come together in a bipartisan way to cut through misinformation and to look at the facts in a serious and thoughtful manner if we are to advance oversight and public disclosure we must also gain the broad support of the public we will succeed getting facts out to the public faster if there is a broad public support as part of the process now I
(15:20) understand fully the Department of Defense is hesitant to share information that could also undermine our national security by revealing information on the capabilities of our own aircraft our sensors and other sensitive material at the same time many people believe that we're withholding information from them and that is dangerous also I believe in openness and transparency that is also the role of Congress and I want to trust that the American people will be able to weigh the evidence and make up their own
(15:47) minds now we have incidents where in sensors sometimes even multiple types of sensors detect things that we cannot explain uaps whatever they may be May pose a serious threat to our military or civilian aircraft and that must be understood now my career in training as a long time and career educator and teacher and researcher tell me that we should never rule anything out we know that our space of course is vast and undiscovered I also want to note that Mr Sean Kirkpatrick director of the all domain anomaly resolution office the component
(16:20) of the dod office that investigates UAP data has testified before the Senate this year that his unit has found no evidence of extra extra activity NASA has also stated that they don't have evidence of extraterrestrial life either and we've heard this of course from some of our government agencies and we should remind viewers and Witnesses which I think is really important that we also cannot share classified information in public settings but questions of course remain that people want to see data and
(16:47) information for themselves the enormous interest in the hearing today underscores the importance of a fair and open look at the evidence from Witnesses who can share their unique perspectives now I know I certainly have a lot of questions I know that all the members of our committee do as well we should come to this hearing with an open mind and we should not let our existing ideas restrict us on either side I hear over and over from many agencies the stigma around reporting and investigating uaps prevents us from getting real answers we
(17:16) know that whistleblowers have reported harassment intimidation or stigma as well and this is not acceptable if people can't report incidents which would have National Security or safety implications then that also has serious consequences for us as ranking member of this subcommittee I know it's my I know my job would be completely impossible if whistleblowers or others feel intimidated to come before this committee we can't be afraid of asking questions and we can't be afraid of the truth I'm proud to say this that's a
(17:42) hearing builds upon bipartisan work by members of the House

and Senate dating many years back which is sought to increase awareness within the Department of Defense and more and to mandate more of Congress of uaps we know the Senate is taking up an amendment to their defense authorization bill which will create a commission with broad declassification Authority and we can all should all agree that that is an important step members of both parties and Senior officials in multiple administrations have taken an interest
(18:07) in this issue and we're proud to carry and build that confidence in the American people this hearing will also not be the end of this discussion but a new chapter and start to years and years of work that many folks both in both in the public and within government have been working on we should encourage more reporting not less on uaps the more they under we understand the safer we will be we looked your testimony from Witnesses today with a long record of service to the American people and with subject
(18:34) matter expertise art Witnesses have a unique opportunity to share the prospective insights and their experiences with the American people and I encourage all of my colleagues to engage with these difficult questions with an open mind and to follow the facts on behalf of our country I also just want to say more broadly that we should look at this hearing with and believe that everything is on the table as it relates to uaps I think we an open mind is absolutely the best I want to yield there are two and a half minutes
(19:01) of the remainder of my time to the representative from Florida representative Moskowitz for an opening statement he also has been very much engaged in this issue and I want to thank him for his leadership Congressman uh thank you ranking member Garcia thank you Mr chairman I want to thank uh Tim burchett and Anna Paulina Luna for their leadership in pushing uh this hearing forward I want to thank obviously committee staff and their staff working on this on a bipartisan basis because many Americans are deeply interested uh
(19:30) in this issue and it shouldn't take the potential of non-human origin to bring us together uh additionally I want to thank the witnesses for for coming forward to share your perspectives your thoughts and the sightings of uaps unlike other hearings many times in Congress you're not here to help a political party but you're here to share information with the American people and it's not something that is just going on in this Administration it's something that's uh spanned many administrations for decades many
(19:59) Americans have been fascinated by objects mysterious and unexplained and it's long past time that they got some answers the American public has a right to learn about Technologies of unknown Origins non-human intelligence and unexplainable phenomena those are not the words of a UFO Twitter account though that is a direct quote for majority leader Chuck Schumer that the American public has a right to learn about Technologies of unknown Origins non-human intelligence and unexplainable phenomena in an interview with Fox News
(20:31) recent former Director of National Intelligence John Radcliffe confirmed the U.S government is aware a lot more sightings of uaps and that they have not made that information public I quote there are a lot more sightings that have not been made public Radcliffe said to Fox News for me this hearing is about transparency we unfortunately live in a time in which many people distrust government and our institutions and over classification of information away from the

American public or even Congress contributes to today's Politics the
(21:04) American people have regular questions what are uaps how come the media doesn't report more on them are they foreign adversaries are the U.S technology are they something else they ask themselves how come when a Russian jet shoots flares at one of our drones we have perfect pictures and videos to show the American people and the world but when it comes to uaps nothing of course we must always protect our national security to maintain our superiority like when stealth helicopters were only rumored to exist
(21:36) but were used in the Osama Bin Laden raid in 2011. but we can't allow that to be used as a shield to keep the American people completely in the dark from basic truths the American people deserve to hear more about special access programs Congress has a right to know if there's any unsanctioned weapons development satellite imagery that has not been provided to Congress Congress created the all-domain resolution office in the ndaa of 2022.
(22:06) in its initial analysis there are 171 uncharacterized UAP reports and this is the words from the report that appear to have demonstrated unusual flight characteristics or performance capabilities I believe more information is known about the 171 instances it's time for Congress to reinsert ourselves I call on our military leaders and intelligence officials to release more information to the American people about uaps and to our military leaders if there's nothing to conceal let Congress go to write Patterson Air Force Base The
(22:42) dugway Proving Ground or even Groom Lake in Nevada we should have disclosure today we should have disclosure tomorrow the time has come thank you ranking member thank you Mr Moskowitz and I would yield back now to our chairman thank you right now I'd like to introduce our Witnesses our first Witnesses Lieutenant Ryan Graves he's the executive director of Americans for safe Aerospace Lieutenant Graves is also a former U.
(23:09) S Navy F-18 pilot with the Zone UAP experience the next witness David grush is a former senior intelligence officer with the National geospatial Intelligence Agency and was a senior technical advisor for UAP issues and final finally retired Navy commanded date Commander David fraber Squadron leader who worked as an evil Aviator for 18 years Mr fraber has his own UAP experience known as The Tick Tock event I look forward to hearing from all three of you today pursuant to committee rule 9g the witnesses will please stand and raise
(23:46) their right hands do you solemnly swear or affirm that the testimony you are about to give is the truth the whole truth and nothing but the truth so help you guide let the records show that all the witnesses answer in the affirmative you may be seated we appreciate you all being here today and look forward to your testimony I'll remind the witnesses that we have read your written statements and they will appear in full in the hearing record please try to limit your oral statements to five minutes as a reminder please
(24:17) press the button on the microphone in front of you so that it's on and the members can hear you when you begin to speak the light in front of you will turn green after four minutes it'll turn yellow and the red light when that comes on it tells you your five minutes have expired I'll now recognize Mr Graves for five minutes for your

opening statement thank you chairman Rothman ranking member Garcia distinguished members of the House oversight subcommittee on National Security representative burchett and
(24:45) Luna my name is Ryan fobs Graves and I'm a former F-18 pilot with a decade of service in the U.S Navy including two deployments in operation enduring freedom and operation inherent resolve I have experienced Advanced UAP firsthand and I'm here to voice the concerns of more than 30 commercial air crew and military veterans who have confided their similar encounters with me today I would like to highlight three critical issues that demand our action as we convene here UAP are in our airspace but they are grossly under
(25:14) reported these sightings are not rare or isolated they are routine military aircrew and commercial pilots trained observers whose lives depend on accurate identification are frequently witnessing these phenomena the stigma attached to UAP is real and powerful and challenges National Security it silences commercial pilots who fear professional repercussions discourages Witnesses it is only compounded by recent government claims questioning the credibility of eyewitness testimony parts of our government are aware of
(25:43) more about UAP than they let on the excessive classification practices keep crucial information hidden since 2021 all UAP videos are classified as secret or above this level of secrecy not only impedes our understanding but fuels speculation and mistrust in 2014 I was an F-18 foxtrot pilot in the Navy fighter attack Squadron 11 the red Rippers and I was stationed at NAS Oceana in Virginia Beach after upgrades were made to our Jets radar systems we began detecting unknown objects operating in our airspace at first we assume they were radar
(26:18) errors but soon we began to correlate the radar tract with multiple onboard sensors including infrared systems eventually through Visual ID during a training mission in morning area whiskey 72 10 miles off the coast of Virginia Beach two F-18 Super Hornets were split by UAP the object described as a dark gray or a black Cube inside of a clear sphere came within 50 feet of the lead aircraft and was estimated to be 5 to 15 feet in diameter the mission Commander terminated the flight immediately and returned base
(26:48) our Squadron submitted a safety report but there was no official acknowledgment of the incident and no further mechanism to report the sightings soon these encounters became so frequent that aircrew would discuss the risk of UAP as part of their regular pre-flight briefs recognizing the need for action and answers I founded Americans for safe Aerospace the organization has since become a heaven for UAP Witnesses who were previously unspoken due to the absence of a safe intake process more than 30 Witnesses have come forward in
(27:17) almost 5 000 Americans have joined us in the fight for a transparency at safe aerospace.org the majority of Witnesses are commercial pilots at majority major airlines often they are veterans with Decades of flying experience Pilots are reporting UAP at altitudes that appear above them at forty thousand feet potentially in low earth orbit or in the gray Zone below the Carmen line making inexplainable Maneuvers like right-hand turns and retrograde orbits or j-hooks sometimes these reports are reoccurring with numerous recent sightings north of

(27:48) Hawaii and in the north of Atlantic other veterans are also coming forward to us regarding UAP Encounters in our airspace and oceans the most compelling involved observations of UAP by multiple Witnesses and sensor systems I believe these accounts are only scratching the surface and more will share their experiences once it is safe to do so in closing I recognize the skepticism surrounding this topic if everyone could see the sensor and video data I witnessed our national conversation would change I urge us to put a size stigma and
(28:18) address the security and safety issue this topic represents if you appear foreign drones it is an urgent national security problem if it is something else is an issue for science in either case unidentified objects are concerned for flight safety the American people deserve to know what is happening in our skies it is long overdue thank you Mr Rush Mr chairman ranking members and congressmen thank you I'm happy to be here this is an important issue and I'm grateful for your time my name is David Charles grush I was an
(28:55) intelligence officer for 14 years in the both in the U.S Air Force both active duty Air National Guard and Reserve at the rank of major and most recently from 2021 to 2025 or excuse me 2023 at the National geospatial Intelligence Agency NGA at the gs-15 civilian level which is the military equivalent of a full bird colonel I was my agency's co-lead and unidentified anomalous phenomena and transmedium object analysis as well as reporting to the UAP task force uaptf and eventually once it was established the all domain anomaly resolution office
(29:35) Arrow I became a whistleblower through a PPD 19 urgent concern filing in May 2022 with the intelligence Community Inspector General following concerning reports from multiple esteemed and credentialed current and former military and intelligence Community individuals that the U.S government is operating with secrecy above Congressional oversights with regards to uaps my testimony is based on information I've been given by individuals with a long-standing track record of legitimacy and service to this country
(30:14) many of whom also have shared compelling evidence in the form of photography official documentation and classified oral testimony to myself and many my various colleagues I have taken every step I can to collaborate this evidence over a period of four years while I was with the UAP task force and do my due diligence on the individual sharing it this is because of these steps I believe strongly in the importance of bringing this information before you I am driven by a commitment of both to truth and transparency
(30:49) rooted in our inherent duty to uphold the United States Constitution and protect the American people I'm asking Congress to hold our government to the standard and thoroughly investigate these claims but as I stand here under oath now I am speaking to the facts as I have been told them in the U.
(31:10) S Air Force in my national reconnaissance office nro Reserve its capacity I was a member of the UAP task force from 2019 to 2021. I served at the interro operations center on the director's briefing staff which included the coordination of the presidential Daily Brief and supporting variety of contingency operations which I was the reserve Intelligence Division Chief back up in 2019 the UAP task force director asked me to identify all special access programs and

controlled access programs also known as saps and caps we needed to satisfy our congressionally mandated
(31:48) Mission and we were direct report at the time to the depth sect deaf at the time due to my extensive executive level intelligence support duties I was cleared to literally all relevant compartments and in a position of extreme trust both in my military and civilian capacities I was informed in the course of my official duties of a multi-decade UAP crash retrieval and reverse engineering program uh to which I was denied access to those additional read-ons when I requested it I made the decision based on the data I
(32:25) collected to report this information to my Superior superiors and multiple inspectors General and in effect becoming a whistleblower as you know I've suffered retaliation for my decision but I am hopeful that my actions will ultimately lead to a positive outcome of increased transparency thank you and I'm happy to answer your questions thank you uh Commander favor thank you thank you Mr chairman Congressman Connor's women um I want to first thank you for the invitation to speak to the committee on the UAP topic that has been in the news
(33:03) for the past six years and seems to be continuing to gain momentum as you know my name is David fraver I'm retired commander in the United States Navy in 2004 I was a commanding officer of Strike Fighter Squadron 41 the world famous Black Aces if you're a test to carrier airing 11 station on board the USS Nimitz and have begun a two-month workup cycle off the coast of California on this day we were scheduled for a 2v2 area training with the USS Princeton as our control when we launched off knits my wingman
(33:30) was joining up we were told that the training was going to be suspended and we're doing we're going to proceed with real world tasking as we proceeded to the West here controller was counting down the range to an object that we were going to and we were unaware of what we were going to see when we arrived their uh the controller told us that these objects had been observed for over two weeks coming down from over 80 000 feet rapidly descending to 20 000 feet hanging out for hours and then going straight back up for those who don't
(33:59) realize above 80 000 feet is space we arrived at the location at approximately 20 000 feet in a controller called merge plot which means that our radar blip was now in the same resolution cell as the contact as we looked around we noticed that we saw some white water off our right side it's important to note the weather on this day was as close to perfect as you could ask for off the coast of San Diego clear skies light winds calm seas no White Caps from waves so the White Water stood out in a large Blue Ocean
(34:26) all four of us because we were in f-18fs so we had pilots and wizo in the back seat looked down a small saw white Tic Tac object with a longitudinal axis pointing North South and moving very abruptly over the water like a ping pong ball there were no rotors no rotor wash or any sign of visible control surfaces like wings as we started clockwise towards the object My Wizard and I decided to go down and take a closer look at the other aircraft staying in High cover to observe both us and the Tic Tac we proceeded around the circle about 90
(34:54) degrees from the start of our descent and the object object suddenly shifted its longitudinal axis aligned it with my aircraft and

began to climb we continued down another 270 degrees nose low where the Tic Tac or we consumed 270 degrees toward and we went nose load where the Tic Tac would have been our altitude at this point was about 15 000 feet and the Tic Tac was about 12 000.
(35:19) as we pulled nose onto the object within about a half mile of it it rapidly accelerated in front of us and disappeared our wing men roughly 8 000 feet above us lost contact also we immediately turned back to see where the white water was at and it was gone also so as you started to turn back towards the east the controller came up and said sir you're not going to believe this but that thing is at your cat Point roughly 60 miles away in less than a minute you can calculate the speed we returned to Nimitz we were taking off our gear we
(35:43) were talking to one of my Cruisers getting ready to launch we mentioned it to them and they went out and luckily got the video that you see that 90 second video what you don't see is the radar tape that was never released and we don't know where it's at of the act of jamming that the object put on an apg-73 radar and I can get into modes later if you're interested what is shocking to us is that the incident was never investigated none of my crew ever questioned tapes were never taken and after a couple days it turned
(36:06) into a great story with friends it wasn't until 2009 until Jay Stratton had contacted me to investigate unbeknownstall he was part of the atip program and the Pentagon led by louisando and there was an official official report that came out that's now on the internet years later I was contacted by the other pilot Alex Dietrich and asked if I'd been contacted and I said no but I'm willing to talk I was contacted by Mr Elizondo and we talked for a short period of time and he said we'd be in contact a few weeks
(36:35) after that I was made a word that lewd left the Pentagon in protest and joined forces with Tom Delong Chris melon Steve Justice and others to form two stars Academy an organization that pressed the issue with leading industry experts and U.S government officials they worked with Leslie Keane who was present today Rob Blumenthal and Helene Cooper to publish the articles in the New York Times 2017 New York Times and it removed the stigma on the topic of UFOs which is why we're here today those articles opened the door for the
(37:01) government and public that cannot be closed it has led to an interest from our elected officials who are not focused on Little Green Men but figuring out where these crafts are where they from the technology they possess how do they operate it also led to the Whistleblower protection act in the ndaa there are multiple Witnesses coming forward to say uh that have first-hand knowledge and Mr grush has covered that what concerns me is that there's no oversight from our elected officials on anything associated with our government
(37:26) processing or working on Craft I believe not from this world this issue is not a full public disclosure that could undermine National Security but it is about ensuring that our system of checks and balances Works across all work done in the government using taxpayer funds relative to government programs even unacknowledged wave programs have some level of oversight by the appropriate committee members in the House and Senate and this work that is said to be occurring from whistleblower testimonies should not be exempt in
(37:50) closing I would like to say that the Tic Tac object we engaged

in 2004 was far superior to anything that we had on time have today or looking to develop in the next 10 years if we in fact have programs that possess this technology and needs to have oversight from those people that the citizens of this great country elected an office to represent what is best for the United States and best for the citizens I thank you for your time thank you very much thank you very much and it was very difficult for all of you all you've done
(38:15) in the past to try to illuminate this issue calling myself first for some questions I'm going to start with Mr graves are your Pilots our Pilots that you interact with as part of your organization do you feel adequately trained and briefed on how to handle encounters with uaps no right now uh military witnesses to UAP have limited options for reporting UAP but more more concerning is that commercial uh Aviation sector has not adapted to the lessons that the military has implemented um the military and Department of
(38:48) Defense has stated that UAP represent a critical Aviation safety risk we have not seen that that same that same language being used in the commercial markets they are not acknowledging this risk okay what steps do you think you have to be taken to improve a pilot's UAP reporting be it military or commercial right now we need a system where Pilots can report without fear of losing their jobs there is a fear that the stigma associated with this topic is going to lead to professional repercussions either through management or perhaps
(39:19) through their yearly physical check so having a secure system reducing the stigma and making this available this information available through the public is going to reduce the concerns that aircrew have could you just give me a little idea that the degree to which reports in the past are are not made public right now well I don't think there has been a proper reporting system to gather those reports and thus not report them so to answer your question I think there is a dearth of data due to the fact that the
(39:46) reporting has been limited up to this time could you tell me why you believe it's kind of play The Devil's Advocate a reason why some of this stuff should not be available to the public there's certainly some National Security concerns when we use our Advanced sensors and our tactical Jets to be able to identify these these objects however there's no reason that the objects themselves would be classified I would be curious to see how the security classification guideline actually spells out the different nuances of how this
(40:14) topic is classified from the from the perspective of UAP not National Security I'll give you a follow-up on that assuming that there are reasons why not all this should be made public this has been around for a long period of time um can you think of can any of the three of you think of any reason why anything related to uaps say 15 years and back should not be immediately made public one of it is uh acknowledging a vulnerability both from a collection and I'll just say A you know countermeasure perspective so it's uh no we haven't
(40:52) cracked for many years yeah even say 20 years back is there any reason why when you go back that far things shouldn't be made public unless it shows a specific National Security vulnerability as it relates to a weakness and particular defenses okay Mr fravor the Tic Tac incident that you and that with that you were engaged occurred in 2004 what kind of reporting took place after that incident a standard debrief where the back seaters went down to our carrier Intel

Center and briefed what had happened and that was it no one else talked to us
(41:25) and I was in the top 20 in the battle group no one came that Captain was aware Admiral was aware nothing was done you're commanding officers provide any sort of justification no because I was a commanding officer of the Squadron so no was this incident the only UAP event that you encountered while you were a pilot yes it was okay um this is for any one of you based on based off of each of your experiences and observations do you believe uaps pose a Potential Threat to our national security yes and here's why
(42:03) the the technology that we faced was far superior than anything that we had and you could put that anywhere if you if you had one you captured one you reverse engineered it you got it to work you're talking something can go into space go someplace drop down in a matter of seconds do whatever it wants and leave and there's nothing we can do about it nothing okay either the other YouTube I would also like to add from commercial Aviation and Military Aviation perspective we deal with uncertainty in our operating space as a matter of of
(42:36) our protection professional actions identifying friend from foe is very important to us and so when we have unidentified targets and we continue to ignore those due to a stigma or a fear of what it could be that's an opening that our adversaries can take advantage of what what uh steps should we take in to better understand and respond to UAP Encounters in the interest of National Security there needs to be a location where this information is centralized for processing and there needs to be a two-way communication Loop so the
(43:03) operators on the front end have a feedback and can can get best practices on how to process information what to do and to ensure that they they their reporting is being listened to right now there's not a lot of back and forth Mr gresh in your complaint to the intelligence Community inspector you Inspector General you claim that you believe information is being hidden what kind of information do you think was hidden and do you think it should remain hidden very briefly an unclassified manner as you know the preponderance of my
(43:32) complaint was classified to the intelligence communities uh both material acquisition and exploitation activity also baselining the uaps but not sharing it with you know intelligence professionals that are actually doing step briefs to Pilots uh that that kind of information yeah okay thank you very much now we'll go to Mr Garcia thank you um again thank you all for for your service and for testifying today um I want to just uh talk about the uap's relates to what we're seeing in the Pilot's interaction with uaps
(44:04) particularly Mr Graves one of the I think concerns that for members of this committee is this idea that Pilots there's no system to actually report uaps and the stigma around pilots and so could you can you just briefly you mentioned that there are you working with 30 Pilots right now that have had encounters with uaps uh but you've also I believe I'm discussed and know of many more pilots this is just those that you're currently working with is that correct can you expand on that certainly I'll break that down in two ways first
(44:30) when we were first experiencing these objects off the Eastern Seaboard in the 2014 to 2015 time period anyone that had upgraded their radar systems were seeing these objects so there was a large number of my colleagues that were detecting these objects off the

Eastern Seaboard they were further correlating that information with the other onboard centers and many of them also had their own on eyesightings as well of these objects now that was our personal first firsthand experience at the time since then as I've engaged this topic others
(45:00) have reached out to me they share their experiences both on the military side as well as a commercial Aviation side on the military Aviation side veterans that have recently got out have shared their stories and have expressed how the objects we were seeing in 2014 2015 continued all the way to 2019 2020 and Beyond and so it became a generational issue for Naval aviators on the Eastern Seaboard this was something we are briefing to new students this is something that was included in the notice to Airmen to ensure that there
(45:28) was no uh accidents and now with commercial aviators they are reaching out because they're having somewhat similar experiences as our military brothers and sisters but they do not have any reporting system that they can send this to and let me just add both to to Mr fravor as well as Mr Graves not having this system for for reporting would you degree that is harmful to not just our national security interests but to understand this phenomenon of what's happening with uaps I think it's it's uh it's a it's
(46:00) actually it's a travesty that we don't have a system to correlate this and actually investigate you know so if you took the East Coast you know there's there's Coastal Radars out there that monitor our air defense identification zone so out to 200 miles uh they can track these you know so when you see them they can actually go and pull that data and and get maneuvering and instead of just having the airplanes there's other data sources out there and I've talked to other government officials on this so you need a
(46:25) centrally located repository that these reports go to so if you just stuck it in dod you wouldn't get anything out of the intelligence committee because they have a tendency not to talk but if you had a central location where these reports would come in not just military but also commercial Aviation because there's a lot of that going on especially if you talk to anyone that flies from here to Hawaii over the Pacific they see odd lights so I think you need to develop something that allows you a central point to
(46:49) collect the data in order to investigate Mr Graves I will concur with everything Mr fraver said I'll continue to say that the commercial pilots that have reached out to me through Americans for safe Aerospace are doing so because they don't feel there's another way for them to report their safety issue and I think one of the clear outcomes of this hearing already is that there has to be a safe and transparent reporting process for Pilots both on the commercial side and the military side to be able to
(47:14) report uaps in a way that's also transparent but also understands the scope of our of our national security interests and what uh may be classified or not but I think there has to be some sort of system and so that's something that I hope can be an outcome that this committee can can work on uh is there anything else for just for the two of you briefly Beyond this reporting system that you think that we can do as a government to encourage and facilitate more civilian reporting I'm just doing it right now okay great I
(47:40) think this hearing is is going to show the American people

that their government takes this topic seriously and how civilians that may not be Pilots what kind of process could be in place for civilians who are not pilots who may have UAP encounters do either of you have any suggestions that could facilitate that my recommendations would make would be to make that a sense a sensor Centric operation in order to make it as objective as possible okay sir Mr favor no I agree with Mr Graves on that okay um just just briefly I also just want to
(48:10) um note for particularly for the two pilots that have a question for Mr grush one of the things that I found fascinating in our discussion Mr Graves last night as well is that you've both described um uaps and formations and the way they have they they they are observed in space or or in our air and the way that they move essentially um ways in which current technology or aircraft that we know of are unable to actually function or move and so will you just for the public record again once once again um just uh briefly uh just either
(48:41) describe or note that aircraft are being witnessed particularly by the 30 folks that you're working with are essentially outside the scope of anything that we know of today in the technology we have today Mr graves Mr favor yes the objects that are being seen by commercial pilots are performing Maneuvers that are unexplainable due to our current understanding of our technology and our capabilities as a country and that applies for the military as well Mr yeah I concur with that we have nothing that can stop in midair and go the other
(49:09) direction nor do we have anything that can like in our situation come down from space hang out for three hours and go back up thank you my last question and so and sometimes you I know that some you have also said some of these answers in the past we're trying to get them on the public record as well which is really important Mr gresh finally do you believe that our government is in possession of uaps absolutely based on interviewing uh over 40 Witnesses over four years and and where I know the exact locations and those
(49:36) locations were provided to the Inspector General and some of which to the intelligence committees I actually had the people with the first-hand knowledge um provide a protected disclosure to the Inspector General thank you and Mr chairman I would just say that I think that these questions are important questions and I look forward to being involved in the process to get those answered I know there'll be a lot of questions from the committee members so I yield back thank you we'll go to Mr Richard himself
(50:00) thank you Mr chairman thank you Mr Garcia I would like to have you on the my legislation to do just that on the on the reporting um and we'll get together on that maybe it could be my co-sponsor on that that'd be really cool thank you for those great questions um Mr Graves again I'd like to know how do you know that these were not our aircraft some of the behaviors that we saw in a working area we would see these objects being at 0.
(50:33) 0 Mach that's zero airspeed over certain pieces of the ground so what that means just like a river if you throw a bobber in it's going to float Downstream these objects were staying completely stationary and category 4 hurricane winds these same objects would then accelerate to supersonic speeds 1.1 1.
(50:50) 2 Mach and they would do so in very erratic and quick

behaviors that we don't I don't have an explanation for it okay have you spoken to Commercial and Military Pilots that have seen these off of our East Coast I have okay um Mr Fiverr I noticed that um um in the Tic Tac video uh it's Tic Tac like the candy not Tick Tock like the Chinese Communist uh app that's correct yes sir I just want to make that because my daughter uh corrected me on that and called me a boomer and say Boomer and I said no baby it's Tic Tac like the candy (51:28) you're gonna have to just look it up and um but now I would love what I like to say today is a is a day of many first it's a miracle that we're having this this meeting and it's also a miracle that my wife has put up with me for nine years today today is my anniversary so I want to tell my wife happy anniversary and that I love her very much um as she likes to say this nine years have been the best two years of her life so thank you um Mr favor what what astonished you the most about the the flight capabilities of these Tic (52:02) Tacs very briefly uh the performance absolute performance it was and you're you're not aware of any other objects that anybody in the world has in this world that has those capabilities no I think it's far beyond actually our Material Science that we currently possess are you aware of any other reconnaissance platforms that attract or recorded the Tic Tacs Maneuvers maybe the NORAD system or any of the others I am not okay Mr grosh thank you for being here brother thank you all very much um have you faced any retaliation or (52:37) arrivals for any of your testimony or anything on these lines yeah uh I have to be careful what I say in detail because there is an open uh whistleblower reprisal investigation on my behalf and I don't want to compromise that investigation by providing anything that may uh help provide somebody information but it was very brutal and very unfortunate some of the tactics they used to hurt me both professionally and and personally to be quite Frank yeah it's very unfortunate as they say when you're over
(53:10) the target that's when they do the most firing at you do you have any personal knowledge of people who've been harmed or injured in efforts to cover up or conceal these extraterrestrial technology yes personally have you heard have anyone been murdered that you would think that you know of or have heard of I guess I have to be careful asking that question I directed people with that knowledge to the appropriate authorities maybe in a um if we could get it get in a confidential area skiff we could talk about that but
(53:42) unfortunately we were denied access to the skiff and that's very unfortunate in this in this scenario um Mr favor do you believe that you witnessed an additional object under the water in relation to your encounter I will say we did not see an object there was something there to cause the white water and when we turned around it was gone so there was something there that obviously moved okay it was it was not the same object though that you were you were looking at correct no we actually joked that the Tic Tac was communicating with something (54:17) when we came back and because of white water disappeared we were in another instance we're told about the capabilities of a jamming during viewing of some when there were some people chasing some of these objects did you experience any of that jamming or interrupting your radar or weapon system my crew that launched after we landed experienced significant jamming today apg-73 radar which was what we had on board which is a mechanically scanned very high-end

system prior to the apg-79 and yes it did pretty much everything you could do
(54:49) range velocity aspect and then it hit the lock and the targeting pod is passive that's what we're able to get the video on I'm about to run out of time but um are you aware of any of our enemies that have that capability okay I would also like to note for the record that um like George Knapp breaking Area 51 he's the reason I knew about that and the reason I know about the Tic Tacs is uh is Leslie Kane from New York Times article and I would encourage everybody to read that thank you Mr chairman yield back to you
(55:20) for no time very good Mr Raskin thank you Mr chairman um Mr Graves um you reported UAP encounters um during training flights I think and have since come forward to warn the Pentagon that uh these encounters may be putting Pilots at risk um my first question is um you've identified these as taking place on the east coast is it just on the East Coast where these encounters uh have been reported no since the events initially occurred I've learned that the objects have been detected essentially where uh all operations Navy operations
(56:03) are being conducted across the world and that's from uh the ultimate anomaly resolutions office reporting all right can you describe your experience after you decided to come forward and um go public with your um experience certainly like many others in 2017 I saw the New York Times article come out as well and for me it was it was special because I recognized the voices on the video I recognized the video itself I had seen it when it was taken I seen it when it was debriefed and so that was kind of shook me because I realized that
(56:37) this problem was still ongoing and so I reached out to colleagues back on the east coast and realized that this was still a safety risk that they were dealing with that they had essentially hit a wall with how they could move forward on this conversation it was at that point when I decided to try to move the conversation forward myself um are there common characteristics to the uaps that have been cited by different pilots and can you describe what the convergence of descriptions is certainly we were primarily seeing dark
(57:05) gray or black cubes inside of a clear sphere I'm sorry dark gray or black cubes yes inside of a clear sphere where the Apex or tips of the cube were touching the inside of that sphere and that was primarily what was being reported when we were able to gain a visual tally of these objects that occurred over almost eight years and as far as I know it's still occurring [Music] um so the I take it that you're arguing what we need is real transparency in a reporting system so we can get some clarity on what's going on out there
(57:37) because there are many pilots in your situation um but we should have a way of developing assist systematic inventory of all of such encounters is that right yes and I think we need both transparency and the reporting we have the reporting but we need to make sure that information can be promulgated to commercial Aviation as well as the rest of the populace um Mr Crush what about you what was your experience after you came forward well uh it's only been about two months or so so I guess my experience has been
(58:08) overwhelming support from uh former colleagues of mine that have you know privately messaged me and and I do appreciate that uh but I I do have knowledge of um active planned reprisal activity against myself and other colleagues and it's very very upsetting to me

coming from where uh certain senior leadership at previous agencies I was associated with and that's all I'll say publicly but I can provide more details in a closed environment okay well I I hope you understand that um there would be bipartisan rejection
(58:42) of any attempt uh to vilify demonize or engage in other reprisals against our Witnesses and people who are telling the truth from their perspective yeah there were certain colleagues of mine that were brutally administratively attacked and it you know actually makes me very upset to as a leader to see that happen to other co-workers and actually superiors of mine over the last three years how do you account for that response that seems like a bizarre response I call it administrative terrorism that's their their quiver
(59:11) their tool in the toolbox to silence people especially you know the career government service cares about their career cares about their clearance uh their reputation to climb the ladder and when you threaten that uh flow career path a lot of people back off but I'm here to represent those people so um Mr fravor what about you um what has your experience been since you've come forward with your perspective on this actually I've been treated very well and the six people that were involved myself included
(59:46) all of them have or will be retiring from the military as 0506s and all my friends that are very senior three and four stars I've talked to them they they believe they understand there's a problem but no I was actually treated really well and and what is your general interpretation um of these phenomena or what is your current thinking of trying to make sense of them well I'll say you know I'm not like a UFO fanatic it's not it's not me but I will tell you that what we saw with four sets of eyes over a five
(1:00:23) minute period still there's nothing we have nothing close to it it was it was amazing to see I told my buddy I wanted to fly it but yeah it's just an incredible technology all right Mr chairman thank you very much I yield back to you uh thanks and Ms Luna Mr grush in speaking to you yesterday um I just wanted to follow up on representative raskin's questions in the last couple of years have you had incidences that have caused you to be in fear for your life for addressing these issues yes personally
(1:01:01) yeah I just want everyone to note that he's coming forward in fear of his life to put in perspective if they were really not scared about this information coming out why would someone be intimidated like that um to your knowledge our nhis working with adversarial foreign governments in either technology exchange programs or back engineering programs I don't have data on that I'm not sure have you heard or you had people come forward to present that evidence not that particular evidence that you just exposed okay on the 19th of April
(1:01:32) Dr Kirkpatrick head of Arrow had said that he did not find any evidence of uaps you also stated that you had in your interview that you had briefed him on information that you were uncovering but that he did not follow up with you were the items that you divulged to him important to National Security yes him and I had a classified conversation in April 2022 before he took over arrow in the July to 2022 and I provided him some concerns I had do you know why he might not have fallen up with you uh unfortunately I cannot read his mind
(1:02:07) I wish she did I was I was happy to give Sage counsel to him

on where to look when he took the Helm of Arrow okay and then my last question for you before I moved to Mr Graves is um you received prior approval from the defense department to speak on certain issues correct correct through uh dobster DOD pre-publication and Security review and I just want to remind the public uh they're just looking from a security perspective uh these are my own personal views and opinions uh not the Departments okay so it does bring a certain amount of
(1:02:44) credibility to your testimony I'm required by law to do that as a Former Intelligence officer or I go to jail for revealing classified information we don't want you to go to jail um my next question would actually be for Mr Graves can you please explain to me in detail the event that occurred at Vandenberg Air Force Base certainly in the 2003 time frame a large group of Boeing contractors were operating near one of the launch facilities at Vandenberg Air Force Base when they observed a very large 100 yard sided uh
(1:03:19) ready Square approached the base from the ocean and hover at low altitude over one of the launch facilities um this object remained for about 45 seconds or so before darting off over the mountains there was a similar event within 24 hours later in the evening this was a morning event I believe 8 45 in the morning later in the evening post sunset there were reports of other sightings on base including some aggressive behaviors these objects were approaching some of the security guards at rapid speeds before darting off and
(1:03:53) this is information that was received through one of the witnesses that have approached me at Americans for safe Aerospace was this documented in any official form whether it was a police blotter yes they had official documentation and records from the event that they witness held over the years and I'm not going to ask you to do it right now for time reasons but you would be able to sketch what was when it's correct and you've have you seen that before on any other equipment and or during your flight time I have not seen
(1:04:19) what they've described this object was estimated to be almost the size of a football field and I have not seen anything personally that large okay and then um another question on follow-up referencing the gimbal video go fast incident um can you just clarify because to our understanding the footage was actually cut off at a certain point but what happens at the end of that video just for those Americans specifically there that are wanting to know about the rest of that footage certainly uh there was some uncertainty
(1:04:43) or um instability with the object it seemed to rock a bit and that's the last uh last size you know the video much of the data that I would recommend be analyzed would consist of radar data that would provide precise kinematics on the object as well as the fleet of objects that were operating nearby okay regards to the reporting for the dress on as well as representative burchett with the FAA to your understanding Pilots that are seeing this commercial airline pilots are they receiving cease and desist letters from corporations for coming
(1:05:15) forward with information in regards to safety for potential airline passengers I have been made privy to uh conversations with commercial aviators who have received Seasons assist orders so the American public should know that corporations are putting their own reputations on the basic not the line but ahead of the safety of the

American people and I think would you agree with that statement appears so okay um I guess this would be my last I'm out of time I yield I'll be back good Mr Moskowitz uh thank you Mr
(1:05:50) chairman uh Gentlemen let's talk about the laws of physics for a second uh Mr Graves and and Commander favor I heard you talk about speed when those objects broke uh the sound barrier did they make a sonic boom I was in a jet you can't hear anything it's kind of loud in there yeah you're not able to actually uh personally tell within the vehicle I will say the objects that we were seeing they were spherical and they were observed up the Mach 2 which is a very in uh non-aerodynamic shape what about
(1:06:22) g-forces let's talk about g-forces of those Vehicles could a human survive those g-forces with known technology today no no not for the acceleration rates that we observed okay what about what they look like how close did you get did you see a seam or a rivet or a section and what I mean is obviously the Jets you're flying have all those things did these objects have those I didn't have I didn't have the detail to be able to tell that Barbara it's in airplanes that's actually relatively close no it was
(1:06:56) perfectly white smooth no windows although when we did take the original FLIR video that is out there when you put it on a big screen it actually had two little objects that came out of the bottom of it but other than that no no windows no seams no nothing Mr garage as a result of your previous government work have you met with people with direct knowledge or have direct knowledge yourself of non-human origin craft yes I personally interviewed those individuals Mr grush as a result of your previous government work have you met
(1:07:24) with people with direct knowledge or have direct knowledge yourself about ATS Advanced Technologies that the US government has uh based on conventional Advanced Tech I was brief to the preponderance of the defense Department's both space and Aerospace compartment of programs yeah do you have knowledge or do you have reason to believe that there are programs in the advanced Tech space that are unsanctioned uh yes I do okay yeah and and when you say that they're above congressional oversight what do you mean
(1:07:58) uh complicated question uh so there's you know some I would call it abuse here so Congressional oversight of conventional special access programs so I'll use title 10 so DOD as an example right so 10 U.S code section 119 discusses congressional oversight of saps discusses uh the the depth SEC def's ability to waive Congressional reporting however the gang of eight is at least supposed to be notified if a you know waived or wave bigoted unacknowledged sap is created and that's Public Law well so that how does I mean
(1:08:30) I don't want to cut you off but how does a program like that get funded I will give you generalities I can get very specific in a closed session uh but a misappropriation of funds and uh does that mean does that mean that there is money in the budget that is set to go to a program but it doesn't and it goes to something else yes I have specific knowledge of that yep do you think U.
(1:08:50) S corporations are over over charging for certain Tech they're selling to the US government and that additional money is going to programs correct through something called irad okay um satellite imagery let's talk about satellite imagery we have satellites all over the place some that we're aware of and many that

we're not aware of right we're taking pictures of everything at every point in second uh Mr grush are you aware do you have direct knowledge or have you talk to people with direct knowledge that there are satellite
(1:09:21) imagery of these events uh that was one of my primary tasks at NGA since we uh process exploit and disseminate that kind of information I've seen multiple cases some of which to my understanding and of course I left NG in April so that's my information cut off date uh but I personally um reviewed both uh what we call Overhead collection and from other strategic and tactical platforms that were I could not even explain prosaically and I have a degree in physics by the way as well and I had I I'm aware that you guys have not seen
(1:09:54) these um reports unfortunately and I don't know why it is do you have direct knowledge we had spoken people with direct knowledge that this imagery applies to crash sites crash crash imagery I can't discuss that in an open session okay uh do you have any information that the US government is involved in a disinformation campaign to deny the existence of certain uaps I can't go beyond what I've already stated publicly in my news Nation interview because it touches other sensitivities okay I'll yield the
(1:10:31) balance of my time back thank you Mr chairman foreign thank you Mr chairman and I thank our Witnesses for being here today Mr garoosh in your sworn testimony you state that the United States government has retrieved supposedly extraterrestrial spacecraft and other UAP related artifacts you go so far as to state that the U.
(1:11:05) S is in possession of quote non-human spacecraft end quote and that some of these artifacts have circulated with defense contractors several other former military and intelligence officials have come forward with similar allegations albeit and non-public settings however Dr Sean Kirkpatrick the director of aaro previously testified before Congress that there has been and I quote no credible evidence thus far of extraterrestrial activity or of quote off-world technology brought to the attention of the office to your knowledge is that statement correct
(1:11:57) it's not accurate I believe Dr Kirkpatrick um mentioned he had about 30 individuals that have come to Arrow thus far a few of those individuals have also come to arrow that I also interviewed and I know what they provided Dr Kirkpatrick in their team okay I was able to evaluate okay information I need to go on sure but um my understanding that this his statement is accurate came from a direct quote and this contradiction is a perfect example of why we need to inject transparency into our government and for another example look no further
(1:12:38) than the pitiful response to the Chinese Phi balloon debacle earlier this year you may remember the mass confusion that ensued when the balloon was first spotted over Montana four days after it first entered U.S airspace over Alaska the Biden administration's initial inability to address the object grew into a continuous series of embarrassments after news of the balloon reached the Main Street me mainstream media we were assured that the balloon posed no threat to our security however after the balloon was allowed to Transit
(1:13:15) the entire continental United States fighter jets were scrambled off the coast of South Carolina to shoot it down this flip-flopping and obfuscation caused needless confusion fear and panic

across the country It's My Hope Mr chairman that this sort of confusion will not be repeated we should investigate the extent to which elements of our government possess or do not possess information that is of critical value to the American people we owe it to the citizens of this nation to make sure that our government is
(1:13:53) transparent and accountable we must make sure that our government provides answers and Congress must do its duty to solicit those answers with that Mr chairman I yield back yeah Mr Frost thank you Mr chairman in 2022 NASA announced that it was commissioning an independent study team to examine uaps the NASA team is comprised of scientists across different fields as well as former astronauts and pilots in May the independent study team held that its first public meeting which included the perspectives from NASA senior
(1:14:33) leaders as well as perspectives from the Department of Defense and intelligence agencies the NASA study team is also expected to release its first report pretty soon and I think it's safe to say that we all eagerly await its results Mr Graves how might NASA's research influence the commercial industry regarding safety and UAP I think NASA has a big role to play as far as commercial Aviation safety and it's one of their original charges as an organization one of the recommendations that have been put forward is to utilize
(1:15:04) their existing Aviation safety reporting system to serve as a short-term fill and trusted platform for Pilots that want to report on UAP it also has built-in analytics capability and is funded by Congress gotcha and also Mr graves are there any other industries that may be influenced by the NASA research on a uaps and and if so how so well I think there is a a large swath of commercial capabilities that could be brought to bear on this topic from space-based or ground-based sensor systems that are available open source or through
(1:15:33) commercial marketplaces and I think NASA's work as they work to identify and highlight specific parameters that can be found we can take that information and and promulgate this through the public sector so that we can have more open conversation about what we're seeing yeah you know in 2020 the Department of Defense released several videos of uaps um including Mr freyjer's experience U.
(1:15:56) S Navy Pilots that recorded footage in 2021 the office of the Director of National Intelligence released a preliminary report on UAP events NASA administrator Bill Nelson stated that NASA would begin to investigate these events in fact I sit on science based and Technology committee and when we were doing a hearing with the NASA administrator Bill Nelson I asked you know why NASA needed to be fully funded and there were many great reasons but one of them was actually had to do with uaps I mean he actually mentioned you
(1:16:28) know is there life out there I don't know and so either way these actions ultimately LED NASA to assemble the independent study team that I mentioned earlier also in 2021 Harvard University stood up the Galileo project to research and examine the origins of UAP so it seems like both you know from NASA and in the higher education Community because of the work that you all have done and people standing up you know I think we're seeing some of that stigma um slowly going away Mr uh freyr do you believe that military Pilots feeling
(1:17:03) empowered to share their UAP experiences has directly impacted the scientific communities research goals on this topic I

would say yes I would say that you know starting in 2017 when it actually came out it took that stigma away I mean I've talked to multiple Senators who said prior to that if you mention UAP you'd have been laughed off the hill and now you we're sitting here today for a public testimony on what's actually going on you know I I'm hoping that this Curve will be more of an exponential and
(1:17:33) we'll get more and more transparent to the level that we can yeah yeah and yeah I mean it's important I couldn't imagine you know I'm not a pilot but I used to fly gliders in Civil Air Patrol huh yeah I got a pilot yeah um and so either way I mean I couldn't imagine you know being being in the glider and seeing something and then not feeling like I had the agency to talk about it um Mr Graves can you discuss the importance of seeking scientists to sit on your Advisory Board absolutely I think ultimately this is going to be a
(1:18:08) scientific problem and not only that it's also an engineering problem I've been working with American Institute of Aeronautics and astronautics to help them stand up a UAP integration committee to help integrate their engineering prowess into this problem and so yes very much I think this is an engineering and scientific problem as much as national security problem and how might Congress help to facilitate Partnerships between the scientific community and the UAP focus groups within government well I think one of the things they can
(1:18:35) do is to have these types of hearings to communicate to the public that this is a topic of Interest I think that there is a pseudo-market if you will of interested capabilities and talent that want to approach this topic uh and we're seeing that start to grow now so I think continued conversation reduction of stigma is going to allow that to flourish and allow answers to help generate themselves 100 well thank you all for being here and thank you for your work I think it's important that we keep our top scientific Minds focused on
(1:19:01) this issue and look for ways to increase collaboration thank you so much I yield back Mr Comer thank you Mr chairman let me say I want to thank you for having this hearing I want to thank Mr burchett Miss Luna for leading this hearing and with that I yield my five minutes to Mr burchett thank you Mr chairman I'm going to direct this I believe to Mr grush but if any of you all feel like you need to jump in Just Jump Right In we're good as the U.
(1:19:29) S government become aware of actual evidence of extraterrestrial otherwise unexplained forms of intelligence and if so when do you think this first occurred use the term non-human I like to denote origin keeps the aperture open both scientifically certainly like I've discussed publicly uh previously 1930s okay can you give me the names and titles of the people with direct first-hand knowledge and access to some of this crash retrieval some of these crash retrieval programs and maybe which facilities military bases that would the recovered material would be in and I
(1:20:06) know a lot of Congress talked about we're going to go to Area 51 and you know I mean there's nothing there anymore anyway it's just you know and we move like a glacier as soon as we announce it I'm sure the moving vans would pull up but please uh I can't discuss that publicly but I did provide that information both to the Intel committees and the Inspector General and we could get that in this give if we were allowed to get in a skiff with you would that be

probably what you would think sure if you had the
(1:20:32) appropriate accesses yeah what special access programs cover this information and how is it possible that they have evaded oversight for so long I do know the names once again I can't discuss that publicly and how they've evaded oversight I in a closed setting I can tell you the specific tradecraft use all right when did when do you think those programs began and who authorized them I do know a lot of that information but that's something I can't discuss publicly because since all right many of
(1:21:04) y'all want to jump in on any of this you're more than welcome to um what level of security clearance is required to fully access these programs and I say that because myself um representative Gates and representative Luna were basically turned away at one point at Eglin so please go right ahead uh certainly difference between member access and say somebody like me but anybody who has a you know tssci clearance and meets the eligibility criteria the access adjudicative Authority should be able to Grant you access Ms Merchant if you'll
(1:21:38) yield so just to be put a fine point on that there's nothing that you're aware of that's above special access program classification it's a misnomer that there's anything actually Above Top Secret executive order 13526 delineates the classification levels right and but I I draw upon on that because we can have access to to those programs and so the notion that we're not being given that access sort of defies our typical muscle memory here in Congress thank you Mr burchard I'll go back to you thank
(1:22:06) you Mr Gates um along those lines title tenant you might not know this or not but title 10 and title 50 authorization they seem to say they're inefficient it so who gets to decide this in your opinion in the past uh it's a group of career senior executive officials okay are they government officials they didn't announce do what both in and outs of government and that's about as far as all right well that's it leads to my next question which private corporations are directly involved in this program how much
(1:22:43) taxpayer money has been invested in these programs to your knowledge I mean we know we know we we audit the Pentagon every year and I've been here five years and they failed the dadgum thing every year uh lose over a billion dollars a year we think and I've told the Department of Defense maybe 60 percent of their assets are unaccounted for whatever the heck that means in the Public's sector you go to jail for that kind of crap so tell me yeah I know when I um I'm a dollar off of my DTS travel voucher I get the
(1:23:14) hammered but uh seems like it doesn't work if you sell over six if you sell over 600 worth of stuff on eBay now you get a call from the IRS so please what corporations yeah I don't know these specific metrics towards the end of your question uh the specific corporations I did provide uh to the Committees in specific divisions and uh I spent 11 and a half hours with both Intel committees okay has there been any has there been an active U.
(1:23:39) S government disinformation campaign to deny the existence of unidentified aerial phenomena and if so why it can't go beyond what I've already exposed publicly about that okay I've been told to ask you what that what that is and how to get it in the record which uh what have you stated publicly in your interviews for the Congressional

Record uh yeah if you reference my news Nation interview and I talk about a multi-decade you know campaign to um just enfranchise public interest basically yeah apologize for Mr chairman I yield back
(1:24:29) negative 21 seconds thank you Ms oh come here ocasio-cortez uh thank you Mr chairman and thank you to our Witnesses for coming here today um I do concur with the ranking members well as several other members here on this committee that this is a committee for whistleblowers and for the protection of whistleblowers as well so we understand what you're putting um on the table here and we're putting on the line here and we thank you for that uh Mr Crush you sat on the unidentified anomalous phenomenon task
(1:24:57) force created in the 2020 ndaa correct yes there have been some things that uh that have been mentioned here during this hearing that I wanted to pick up on um Mr Graves you mentioned specifically during the answer to one of your questions you named Boeing contractors being engaged in an incident regarding this Red Cube about a football a football field wide I was wondering if you could speak a little bit about the interaction or Mr gresh either of you the interactions between defense contractor companies and any UAP related
(1:25:31) programs or activities so I'll just say that the information about the contractor themselves were provided by a witness and I have no particular detail in that relationship Mr gresh the kind of General unclass wave tops certainly the contractors you know or the metal Benders so to speak the ones actually uh doing specific performance on government contracts are they required um to issue any disclosure regarding UAP sightings or do they engage in any reporting around this uh in terms of the contractors not that I'm
(1:26:01) aware of they do not okay now when it comes to notification that you had mentioned about um irap program I read programs we have seen defense contractors abuse their contracts before through this committee I have seen it personally and I have also seen the notification requirements to Congress abused um I am wondering one of the loopholes that we see in the law is that there is at least from my vantage point is that depending on what we're seeing is that there are no actual definitions or requirements for notification are there
(1:26:42) what methods of notification Did You observe like when they say they notified Congress how did they do that do you have insight into that for certain irad activities I can only think of one's conventional in nature um sometimes they throw flow through certain out of say sap programs that have cognizant authority over the Air Force or something and those are congressionally reported compartments but ired is literally internal to the contractor so as long as it's money either profits private investment Etc to
(1:27:17) put a finer point on it when there is a requirement for any agency or company to notify or any agency to notify Congress do they contact the chairman of a committee do they get them on the phone specifically is this through an email to hypothetically a dead email box a lot of it comes through what they call the PPR periodic program review process if it's a you know a sap or controlled Access program equity and then those go to the specific committees whether it be the SAS task to see thank you um I apologize I just my time is limited
(1:27:51) um it Mr Graves one of your main concerns that the FAA currently does not have an official process to receive reports of UAP from Pilots or others correct correct and um in your experience what

data should the Aero program prioritize for potential collection we have you know location date time but are there other specific active characteristics that should be included in these reports certainly I think that there's two categories that would be important one would be kinematics and understanding the specifics of how the
(1:28:22) vehicle or objects are moving and the second would be a more zoomed out approach of being able to look at origin and destination after before the incident as well as getting a better contextual understanding of how these uh these objects are acting with each other thank you now I have a minute left I apologize we only have five minutes today but um for the record if you were me where would you look titles programs departments regions if you could just name anything and I put that as an open question to the three of you
(1:29:01) I'd be happy to give you that in a closed environment I can tell you specifically thank you um Commander fraver I would say and I've told people that you have to know where to look they're not going to divulge it to you because the classification levels but if you know where to look and who to talk to which is exactly Mr Gresham point you then you then you have them okay Mr Graves I was an operator so I was defending on folks like Mr garage to do that homework okay thank you very much are yield back
(1:29:27) to the chair Mr Biggs thanks thanks Mr chairman I think the witnesses for being here today I'm over here thank you so much for being here um I I want to get into uh specifics here and and the reason I'm going to go this way is because you've talked a bit about um what I would call misdirection by official U.
(1:29:59) S government with regard to uaps right and so I'm going to get to that in a second but last week White House Tennessee spokesman John Kirby stated that uaps are having an impact on our training ranges and need to be treated as a legitimate issue do you concur with the statements that's for each of you yes yes okay um now having said that I'm going to take you to specific instances around the Phoenix Valley because that's where I I live and in 97 we had the famous Phoenix light case I don't know if any of you are familiar with that
(1:30:36) there were there were two things that went along with that and the explanation was military training range off Luke and the Barry Goldwater range do you know anything different other than the official explanation of those lights only what's in the public vernacular about it that was outside the scope of my duties and if we wanted to just my question along with my colleague from New York Miss ocasio-cortez if we wanted to find out more about that where would we go to find the files and who where and who would we address and are you
(1:31:10) gonna tell me we need to go to this gift so you can tell us in this gift I could potentially give you a vector on that that specific case I'm not I mean I'm familiar with it in terms of public but uh I I give you a vector in closed environment yeah that would be good thank you so if if it's true that uaps are having an impact on training ranges and this Administration considers it to be a legitimate issue what steps can Congress take to address training range impacts and I say that having two very large
(1:31:39) training ranges in my state and so we'll start with Mr gravesen going down the panel some of the initial procedures have been implemented such as within the United States Navy that have a range Fowler report that gathers information from Pilots I understand that a

service-wide reporting mechanism is still pending however that would be a great Next Step not only for gathering information but for showing the troops that is an acceptable topic and reducing the stigma okay please all of you continue yeah as a recipient of a lot of those
(1:32:11) training range reports sometimes we only get contextual kind of oral reporting it'd be nice if they attached all sensor data and there's a system in place that can handle multiple classifications of data and that's an issue with the F-35 right that jet was never built to be an ISR platform and it's a pain in the we'll say but to get that data off so yeah great thank you yeah I would agree with the previous two being a user of those training ranges that the data has to be out there you have to acknowledge
(1:32:42) that you're seeing them and then you have to collect the data right now you get the report someone says I saw something but no one collects the radar data to back it up and do research okay do you believe that the 2019 classification guidelines for uip's interferes with the federal government's ability to be transparent with the American people and do you think we need to be more transparent with the American people all of you yeah I'll say yes to that familiar with the the at least the UAP task force 2019 security classification
(1:33:11) guide I think it's fair um I did actually help uh author that with the oh yeah you got a bias that way but I will say uh I'll call it a lazy attitude about declassifying videos I mean I've seen some of the videos of you know the recent shoot down and I saw no reason that couldn't have been released as long as they mask you know some data the American people deserve to see that that imagery and full motion video uh I would think well in my opinion I will say things are overclassified I know for a
(1:33:44) fact the video or the pictures that came out in the 20 things 2020 report that had the stuff off the east coast they were taken with an iPhone off the east coast a buddy of mine was one of the senior people there and he said they're originally classified a tssci and my question to him was what's tssci about these they're an iPhone right literally off the vacapes that's not tssci so they're over classified and as soon as they do that they go in a vault and then you all have to look for them yeah so
(1:34:07) with the over classification that may be one way are there other ways that the dod or intelligence agencies are keeping this information from the American people or even from Congress I think part of that has been uh not encouraging reporting if the problem is not something that can be measured it's not something that's going to be fixed okay very good with I'm out of time and I thank you Mr chairman and now you'll bet uh first of all without objection representative Nick Langworthy of New York has waved on the subcommittee for
(1:34:37) purpose of questioning Witnesses in today's subcommittee hearing and then we go to Mr Burleson thank you Mr chairman um appreciate you guys coming out today testifying look I've been here for six months and I'm pretty skeptical I don't trust anything in this town and um and so I and I think that's because I'm from Missouri you've got to show me right um with that being said um there's been a lot of things that have been said um in in the public uh Mr grush and and so I want to get down this if we can
(1:35:12) some specifics right so um at one point you had said that

they're they're they're uh has been harmful activity or Progressive activity has any of the activity um been aggressive been hostile in your reports uh I know of multiple colleagues of mine that got physically injured and uh the activity and I had to if I buy uaps or buy people within the federal government both okay so there has been activity by by alien or non-non-human technology and or beings that has caused harm to humans uh I can't get into the specifics in an
(1:36:01) open environment but at least the activity that I personally witnessed not to be very careful here because you don't you know they tell you never to acknowledge tradecraft right so what I personally witness myself and my wife was very disturbing okay um one of my constituents actually sent this next question and I figured I'd ask it since I had the same thought you've said that U.
(1:36:30) S and has intact spake spacecraft you said that the government has alien bodies or alien species have you seen have you have you seen the spacecraft I have to be careful to describe what I've seen firsthand and not in this environment but I could answer that question behind behind closed doors and have you seen any of the bodies that's something I've I've not witnessed myself okay and so with that being said you know and the other statement that has been made that was intriguing to me because and it's intriguing because my
(1:37:04) my view has been that we are billions of light years away from any any other system and the concept that an alien species that's technologically advanced enough to travel billions of light years gets here and somehow is incompetent enough to not survive Earth or crashes is is something that I find a little bit far-fetched and with that being said you have mentioned that there's interdimensional potential could you expound on that oh yeah to answer your first question and you know I'm here as a fact witness
(1:37:39) an expert but I will give you a a theoretical framework at least to work off to kind of expose uh crashes uh regardless of uh you know your level of sentience right you know planes crash cars crash and number of sorties what however High a small percentage are going to end in you know Mission failure if you will as we say in the air force uh and then in terms of uh multi-dimensionality that kind of thing the the framework that I'm familiar with for example is something called the holographic principle uh both uh it's it
(1:38:12) drives itself from general relativity and quantum mechanics and that is if you want to imagine uh 3D objects such as yourself casting a shadow onto a 2d surface that's the holographic principle so you can be projected quasi-projected from higher dimensional space to lower dimensional it's a scientific Trope that you can actually cross literally as far as I understand but there's probably guys with phds that we can probably argue about that but you have not seen any documentation that that's what's
(1:38:39) occurring uh only a theoretical framework discussion okay um okay Occam's razor my is that this these aircraft um have they been identified that they are being produced by by domestic um you know military and um contractors is there any evidence that that's what's being recovered uh not to my knowledge plus the recoveries predate a lot of our Advanced programs that I previously I'm witting of so um would it be safe to say that there could be a scenario today where you have an aircraft that crashes and because
(1:39:23) it's been involved in one program from One Federal agency

and the but the but the agency that retrieves it is not aware of that program and to them it appears alien in origin I mean that's a hypothetical situation I'm not aware of any uh historical situation that would match that that you described so you're not aware it has not happened that you're aware of that I'm aware of um thank you Mr chairman I yield back several months ago my office received a protected disclosure from Eglin Air
(1:40:02) Force Base indicating that there was a UAP incident that required my attention I sought a briefing regarding that episode and brought with me congressman burchett and congresswoman Luna we asked to see any of the evidence that had been taken by flight crew in this endeavor and to observe any radar signature as long as as well as to meet with the flight crew we were not afforded access to all of the flight crew and initially we were not afforded access to images and to radar thereafter we had a bit of a discussion about how authorities flow
(1:40:40) in the United States of America and we did see the image and we did meet with one member of the flight crew who took the image the image was of something that I am not able to attach to any human capability either from the United States or from any of our adversary and I'm somewhat informed on the matter having served on the armed services committee for seven years having served on the committee that oversees DARPA and Advanced Technologies for several years um when we spoke with the flight crew and when he showed us the photo that he'd
(1:41:14) taken I asked why the video wasn't engaged why we didn't have a FLIR system that worked here's what he said they were out on a test mission that day over the Gulf of Mexico and when you're on a test mission you're supposed to have clear air space not supposed to be anything that shows up and they saw a sequence of four craft in a clear diamond formation for which there is a radar sequence that I and I alone have observed in the United States Congress one of the pilots goes to check out that
(1:41:48) diamond formation and sees a large floating what I can only describe as an orb again like I said not of any human capability that I'm that I'm aware of and when he approached he said that his radar went down he said that his flear system malfunctioned and that he had to manually take this image from one of the lenses and it was not automatic automated in collection as you would typically see in a test mission so uh I guess I'll start with Commander fraver what in how should we think about the fact that this craft that was approached
(1:42:27) by our pilot uh had the capability of disarming a number of the sensor and collection systems on that craft well I think this goes to that National Security side and you can go back through history of things showing up in certain areas and disabling our capabilities which is disheartening and for us I mean like I said it it completely disabled the radar and aircraft when I try to do it the only way we could see it is passively which is how he got that image so I think that's a that's a concern on what
(1:42:56) are these doing not only how do they operate but their capabilities inside to do things like this and and how should we think about for craft moving in a very clear formation equidistant from one another in a diamond in all of the phenomenon perhaps Mr grave that you've analyzed um have we ever seen multiple craft in a single formation I have one particular case and that was uh during the gimbal

incident the recording on the at FLIR system shows a single object that rotates um you hear the pilots refer to a fleet
(1:43:31) of objects that is not visible on the FLIR system and that was something that I witnessed during the debrief as part of the radar data on the situational awareness page I would like to add whoever Congressman there's a small uh small bit of a uh anger I would say I would feel that those Pilots are still uh facing that difficulty in reporting this topic and they don't have the tools to be able to mitigate this issue it just goes to show how serious this is and why this is such an important issue for our pilots and foreign Nation it was
(1:43:59) stated explicitly to me by these test pilots that if you have a u of AP experience the best thing you can do for your career is forget it and not tell anyone because any type of reporting either above the surface or below the surface does have a perceived consequence to these people and that is a culture we must change if we want to get to the truth Mr chairman I I would observe that perhaps as we as we move forward from this hearing there are some obvious next steps every person watching this knows that we need to meet with Mr
(1:44:33) grush in a secure compartmentalized facility so that we can get fulsome answers that do not put him in Jeopardy and that and that give us the information we need second I would suggest that the radar images from that were collected of this formation of craft out of Eglin Air Force Base and specifically the actual image taken by the actual flight crew that we can actually validate be provided to the committee subpoenaed if necessary so that we're able to track how to get this type of reporting and Analysis done in a
(1:45:06) more fulsome way that would be my recommendation humbly as a guest here of the fine oversight committee I yield back Ms Mason thank you Mr chairman and good morning to our Witnesses who are testifying today I want to thank each of you for being here to discuss a topic of grave importance to our national security earlier this year Chinese spy balloon was shot down off the coast of my home state of South Carolina since the Roswell incident in 1947 many Americans have wondered about the dangers of unknown objects crisscrossing our skies
(1:45:40) whether these are uaps or weather phenomena advanced technology from American allied or enemy forces or something more out of this world so my first question I have several questions and I'll I if we can just be quick on these first two I'm going to ask each of you the same question and then I'll get to each of you individually the first one when you reported your experiences with a UAP did any of you face any repercussions with your superiors yes or no no I've actually never seen anything personally believe it or not so all
(1:46:14) right and then do do you believe there's an active disinformation campaign within our government to deny existence of uaps yes or no I don't have an answer to that as previous previously stated publicly yes I think previously with like Project Blue Book yes but currently I don't speak for the United States government okay thank you um I have a few questions for Mr Graves what percentage of UAP sightings in your belief go unreported by our Pilots this is an approximation based off of my personal experience speaking with a
(1:46:46) number of Pilots but I would estimate we're somewhere near five percent reporting perhaps so like 95 basically don't report seeing UAP that's just my personal estimate um in the incident off

Virginia Beach do you believe the Navy took the danger to your aircraft seriously after it was reported absolutely a few questions for Mr favor as an expert Naval aviator have you ever seen an object that looked and moved like the Tic Tac UAP did the Tic Tac UAP move in such a way that defied the laws of physics
(1:47:19) the way we understand them yes many dismissed UAP reports as classified weapons testing by our own government but in your experience as a pilot does our government typically test Advanced weapon systems right next to multi-million dollar Jets without informing our Pilots no we have test ranges for that it took over 15 years for your encounter with the Tic Tac to be Declassified do you feel there was a good reason to prevent lawmakers from having access to this footage no I just think it was ignored when it happened and it just sat somewhere in a
(1:47:54) file never got reported in a drawer it happens a lot up here shocker Mr gresh a couple of questions for you too sir this morning what percentage of uaps do you feel are adequately investigated by the US government of the five percent that are reported um I can only speak for my personal leadership over at NGA I tried to look at every report that came through that I could triage so do you believe that officials at the highest levels of our national security apparatus have unlawfully withheld information from Congress and subverted our oversight
(1:48:28) Authority there are certain elected leaders that had more information that I'm not sure what they've shared with certain gang of eight members or Etc but uh certainly I would not be surprised okay you've stated that the government possession of potentially non -hit craft based on your experience and extensive conversations with experts do you believe our government has made contact with intelligent extraterrestrials something I can't discuss in public setting um okay and I can't ask when you think
(1:49:04) this occurred if you believe we have crashed craft stated earlier do we have the bodies of the pilots who piloted this craft as I've stated publicly already in my news Nation interview biologics came with some of these recoveries yeah um human biologics non-human and that was the assessment of people with direct knowledge on the program I talked to that are currently still on the program in was this documentary references video photos eyewitness like how would that be determined the specific documentation I would have
(1:49:41) to talk to you in a skiff about gotcha um okay so and you may or may not be able to answer my last question and maybe we get into a skiff at the next hearing that we have but who in the government either what agency sub-agency what contractors who should be called into the next hearing about uaps either in a public setting or even in a private setting and you probably can't name names but what agencies or organizations contractors Etc do we need to call in to get these questions answered whether it's about funding what programs are
(1:50:13) happening and what's out there I can give you a specific cooperative and hostile witness list of specific individuals that were in those and how soon can we get that list I'm happy to provide that to you after the hearing super thank you and I yield back okay now we have Mr langworthy's here okay thank you very much uh I'd like to thank uh all of the witnesses for being here today uh to discuss this

very unique topic and I'd like to jump right into my questions if you don't mind uh Commander
(1:50:51) fraver can you briefly describe your background yeah I was enlisted Marine Naval Academy graduate Navy flew for 18 years got a master's from University of Houston and I've worked in the private sector for the last what now 19 16 years 17 years I do a lot of Defense work so really gold-plated credentials uh Commander fraver have we've all seen the floating Tic Tac video uh that you engage with on November 14 2004.
(1:51:26) can you briefly talk about why you were off the coast of San Diego that day yeah we were at a workup with all the battle groups so we integrate the ships with the carrier the airwing with the carrier and we start working so we're doing an air defense to hone not only our skills but those are the USS Princeton when they had been tracking them for two weeks the problem was that there was never manned aircraft Airborne when they were tracking them and this was the first day and unfortunately we were the ones that were born and went
(1:51:49) and saw it but do you remember the weather that day was it cloudy or windy or anything out of the ordinary on the Pacific coast it was actually if if you're familiar with San Diego was a perfect day light winds no White Caps clear skies not a cloud it was for flying it was the best now is it true that you saw in your words a 40-foot flying Tick Tock shaped object that's correct or for some people that can't know what a Tic Tac is it's a giant flying propane tank fair enough did this object come up on
(1:52:21) radar or interfere with your radar or the USS Princeton the Princeton tractor the Nimitz tractor the E2 tracked it we'd never saw it on our Radars our Fire Control radar has never picked it up the other airplane that took the video did get it on a radar as soon as it tried to lock it it jammed the radar spit the lock and he he's rapidly switched over to the targeting pod which you can do in the uh in the F-18 from what you saw that day and what you've seen on video did you see any source of propulsion from the flying
(1:52:48) object including on any potential thermal scans from your aircraft no there's none there's no IR plume coming out and Chad who took the video went through all the EO which is black and white TV and the IR modes and there's no visual signs or propulsion it's just sitting in space at 20 000 feet in your career have you ever seen a propulsion system that creates no thermal exhaust no can you describe how the aircraft maneuvered uh abruptly uh very determinate it knew exactly what it was doing it was aware
(1:53:21) of our presence and it had acceleration rates I mean it went from zero to matching our speed and no time at all now if the fastest plane on Earth was trying to do these Maneuvers that you saw would it be capable of doing that no not even close and just to confirm this object had no wings correct no wings now was the aircraft that you were flying was it armed no never felt threatened at all if if the aircraft was armed you believe the Euro aircraft or any aircraft in possession of the United States could have shot the Tic Tac down
(1:54:01) I'd say no just on the performance it would just left in a Split Second it looks like we have a problem here that needs further investigation yes uh in your belief is this this flying Tic Tac I mean is this is it capable of being the product of any other Nation on the Earth no I actually I said like I said earlier I think it defies

current Material Science and the ability to develop that much propulsion and I know there's been some physicists have done calculations which is beyond anything that we have well either the United States has an
(1:54:41) adversary here in this world that we don't know or we really have some serious investigations to do I I really appreciate you being here um is there anything else about the November 14 2004 incident that you think is important for this committee to know that you haven't been asked here today no I I you know it's it's been said it's probably the most credible UFO sighting in history based on all the sensors that we're tracking it and then for us to get Visual and to go against the naysayers
(1:55:10) it's something on the screen or whatever I mean there's four sets of human eyeballs we're all very credible of the six of us that were involved in the thing including the video every one of us is going to do 20 plus years in the military in very responsible positions so I'd say the world needs to know that this it's not a joke thank you very much for your testimony here today for all of you and I yield back Mr chairman as drawless thank you Mr chairman and thank you all for being here and the courage it took
(1:55:39) to come forward and again the sacrifice that each you have made um I serve on the national security subcommittee for the financial services committee so I really want to stay in the National Security Lane if I may so when we think about traditional adversaries and both us towards them and them towards us you know we probe their capabilities we look for weaknesses and we we collect that data that reconnaissance for in the in the event we need it in the future [Music] um for each of you yes or no question based off of your own experience or the data
(1:56:14) that you've been privy to is there any indication that these uaps could be essentially collecting reconnaissance information Mr Graves yes Mr grush Fair assessment yeah Mr fraver very possible again in the National Security of aim is it possible that these uaps would be probing our capabilities yes or no Mr Graves yes yes braver definitely is it possible that these uaps are testing for vulnerabilities in our current systems yes yes possible do you feel based off of your experience and information that you've been privy
(1:56:55) to that these UOP uaps provide an existential threat to the National Security of the United States Mr Graves potentially yes sir potentially uh same answer potentially yeah I'd say definitely potentially Mr Graves and fraver you know in the event that your encounters have become hostile would you have would have would you have had the capability to defend yourself your crew your aircraft absolutely not sir no is based off of the information that you've been privy to is there any indication that these uaps are
(1:57:31) interested in our nuclear technology and capabilities yes by external observation sure that could be a fair assessment yeah yes is there any indication that department of energy is involved in UAP data collection and housing I don't have an answer I can't confirm or deny that in a public setting and could you do it in a secure setting yes Mr favor no I don't know Mr chairman um you know I think I'm the last member to go but there clearly is a threat to the National Security of the United States of America as members of Congress
(1:58:12) we have a responsibility to maintain oversight and be aware

of these activities so that if appropriate we take action I would encourage the chairman to demand that we have any and all but in particular Mr grush talk to us in a skiff and if that access is denied I will personally volunteer to initiate the Holmen rule against any Personnel or any program or any agency that denies access to Congress Mr chairman with that I will yield the remainder of my time to my fellow colleague from Tennessee Mr Bircher thank you Mr chairman thank you Mr ogles
(1:58:57) for the great questions brother um Mr gresh I might have asked this before but I want to make sure do you have any personal knowledge of someone who's possibly been injured working on Legacy UAP reverse engineering yes okay um how are they injured was it is it something like a radioactive type situation or something we didn't understand I've heard people talk about Havana syndrome type incidences what was your recollection of that I can't get into the specifics but you could imagine assessing an unknown unknown uh there's
(1:59:35) a lot of potentialities you can't fully prepare for how do you think we ought to handle UAP whistleblower complaints like yours in the in the future mind so you know PPD 19 process it goes to the Intel committees uh either through ppd19 or icd-120 there's not a good way for the intelligence Community Inspector General to provide that to other committees and I asked my information to be sent to the House and Senate armed services committee because there are title 10 equities at play but there was no smooth process to do so
(2:00:10) yeah it's a trash can um are you aware of any individuals that are participating in reverse engineering programs for non-terrestrial craft personally yes uh you know anything that would be willing to testify if there were protections for them certainly closed door and assurances uh the breaking their NDA they're not going to get administratively punished for sale yeah I yield Mr chairman thank you um I'm going to do something a little bit out of the ordinary here we're going to give three people a
(2:00:43) chance at an additional three minutes so Mr merchant do you want to keep going why don't you come back to me Mr chairman Miss Luna if she's on the issue on that list sure uh chairman I'd like to submit for the record an article by news nation and it follows Mr grush's full interview for the record without objection thank you Mr grush why is it that you refer to the phenomenon as non-human intelligence why deviate from the basis of extraterrestrial life I think the phenomenon is a very complex and I like to leave an open mind
(2:01:28) analytically to specific origin when you say specific origin are you referring can you elaborate on that for those that might if it's a traditional extraterrestrial origin or something else that we don't quite understand uh from either biological or astrophysics perspective you know just like the keep an open mind on what it could be yeah okay and uh referring to your news Nation interview you had referenced specific treaties between governments um article 3 of the nuclear arms treaty with Russia identify as uaps it
(2:02:02) specifically mentions them to your knowledge are there safety measures in place with foreign governments or other superpowers to avoid an escalatory situation in the event that a UAP um malevolent event occurs uh yeah you're referring to actual a public treaty in the U.N register it's funny you mentioned that the agreement on measures

to reduce the risk of outbreak a nuclear war sign in 1971 unclassified treaty publicly available and If you cite the George Washington University National Security archives
(2:02:32) you will find the Declassified in 2013 specific Provisions in the specific uh Red Line flash message traffic with the specific codes pursuant to article 3 an article uh also situation two which is in the the previously classified NSA archive what I would recommend and I I tried to get access but uh I got a wall of Silence at the White House uh was the specific incidents when those um message traffic was used I think uh some scholarship on that would open the door to a further investigation using those publicly available information
(2:03:13) thank you and then my last question with 51 seconds remaining you you mentioned white collar crimes potentially being um taking place in regards to a cover-up can you please elaborate I have concerns based on the interviews I conducted under my official duties of potential violations of the federal acquisition regulations the far thank you very much chairman I yield the remainder of my time okay we'll go to Mr Raskin for three minutes thanks Mr chair and I think the witnesses for their endurance and service today
(2:03:49) Mr favor you've described your episode in detail now and you call it uh the most credible UF site UFO sighting in history um but I wonder was this the first time that you encountered a UFO or a UAP in 2004 yes and what was your general attitude or perspective on the UFO discussion before that happened I never felt that we were alone with all the planets out there but I wasn't a UFO person I wasn't I wasn't watching History Channel and mufon and all that and um have you read experiences or encounters since that happened
(2:04:38) no um and so have you formed any general conclusions about what you think you experienced then yes I think what we experienced was like I said well beyond the Material Science and the capabilities that we had at the time that we have currently or that we're going to have in the next 10 to 20 years very good Mr grush um you've been able to answer in great detail on certain questions and then other things you say you're not able uh to respond to can you just explain where you're Drawing the Line uh what's the
(2:05:12) basis for that yeah based on my dobster Security review uh and what they've determined that is unclassified I see so you're answering any questions that just call upon your knowledge of an unclassified questions but anything that relates to classified matters you're not commenting on in this context in an open session but happy to participate in a closed session at the right level yeah okay um and Mr Graves you've said that there are dozens of fellow Pilots military Pilots are there also commercial pilots
(2:05:46) who've uh encountered the same the same kind of sightings that you described before they are similar Pilots commercial pilots have uh less range and less sensors to be able to reach out and look for objects over a wide swaths of airspace and so Pilots are seeing commercial pilots RCM and they're typically closer and the range of what they're seeing is is pretty large what is the most Vivid concrete sighting with the naked eye of the objects that you described before the cube-like objects certainly I think
(2:06:20) the most uh Vivid citing of that would have been near a near mid-air that we had at the entrance to our working area one of these

objects was completely stationary at the exact entrance to our working areas not only geographically but also at altitude so it was right where all the Jets are going essentially on the Eastern Seaboard the two aircraft flew within about 50 feet of the object and that was a very close visual sighting and you were in one of the aircraft I was not I was there when the pilot landed he canceled the mission
(2:06:49) after and I was there he was in the ready room with all his gear on with his uh mouth open and I asked them what the problem was and he said he almost hit one of those darn things he said he was 50 feet away from it yes sir and his description of the object was consistent with the description you gave us before a dark gray or a black Cube inside of a clear sphere inside of a clear sphere yes um and with no self-evident propulsion system no wings no IR energy coming off of the vehicle um nothing tethering it to the ground
(2:07:21) and that was that was primarily what we were experiencing out there I'm over time thank you very much for your service and I yield back to Mr chairman very good Mr Burchette thank you Mr chairman this is for all three of y'all starting Mr grades why did you come forward on this issue I came forward because I felt that my colleagues did not have a way to mitigate the safety threat and I wanted to help them I was trained as an aviation safety officer by the Navy and this seemed it just it just felt right I
(2:07:50) felt like I had to help the folks that were still flying and dealing with this Crush purely a sense of Duty I first sworn oath when I was a Cadet 18 years ago and I I still uphold that even out of the uniform Commander I was pestered by a friend and I asked why and he said you're the one person that they can't discredit and you'll add credibility to the New York Times article and so after about six times I said okay um this town isn't um made unfortunately by people like you all we thank you and I do want to also thank
(2:08:28) the people in the audience and the people that are watching this it can't be people all over the world that have kept this issue alive you've endured criticism and derogatory remarks and we're trying to get to the bottom of it and so God bless y'all thank you all so much we really appreciate you guys and gals um [Applause] that's why we need term limits y'all keep clapping us politicians just keep talking so let me ask you all how can the public contribute to UAP reporting and what Avenues you think are available to the
(2:09:02) public to report these sightings right now I don't think there is a lot of public options for the every man to be able to report on this I think even for professionals that have sensor data that are seeing these on a regular basis they're still hesitant to come forward and so for the general public I think encouraging the conversations that we're having today looking for Technology Solutions that can be distributed so the objective data can be gathered is the first place to go Mr garage I'll just
(2:09:29) touch on The Whistleblower side of it I do encourage you know current former military intelligence community in Industry contractors to come forward in a legal way either through the IC or DOD or whatever the cognizant digs are um to lead you know lead you know join me in this discussion commander and I I guess I should say this for the record my daddy was United States Marine Corps First Marine Division so overall yes sir he was old school him and chesty puller on pillalu so thank you brother wow yes um I'm not

(2:10:03) I'm not anything like my daddy he was incredible I'm very mediocre to say the least but go ahead you seem to be doing fine yeah uh for me uh you know I was an accident investigator so the biggest thing you need to learn and I think that Witnesses need to to do is one don't try and make the fish bigger than it was stick to the facts write it down and don't speculate what you think it is because almost for your decision just write the facts down we can get all the facts together and we can start to
(2:10:27) investigate and get a real honest story instead of it was this big thank you and I want to thank everybody we made history today Mr chairman I yield thank you much Mr Garcia I think I know now we're going to be making some closing uh remarks and so I just wanted to say a few things first uh to our Witnesses I want to thank all of you for uh for being here with us today uh I know that um it takes a lot a lot of Courage um you're telling um a really important information to this committee and I just want to thank
(2:10:56) you also for your all three of your service to our country um I also want to just note that today's hearing um was both important but also serious and I want to thank our subcommittee chairman Mr groffman I think for for running a very fair and substantive hearing I do want to thank the committee staff on both sides for the amount of work that it took to put this hearing in place um and certainly to all the members that have been involved in this issue prior to prior to the hearing I also want to note for our Witnesses and for the
(2:11:26) public that I'm I'm a freshman member of Congress and I've only been here for seven months but this is by far the most bipartisan conversation and discussion that I have seen happen in the Congress and I think that a topic of this significance as it relates to our national security as it relates to information that we're trying to gather for the for the for the American public uh does bring people together and I think that's been really great uh to see um I think it's also important to note
(2:11:55) for the public we today in our hearing we had on our side also both are full ranking member which is Mr Raskin and our vice ranking member which is Miss ocasio-cortez uh both here at our hearing I think it shows the importance and seriousness that our side of the aisle is taking to this important hearing but also the broader issue as it relates to working with our Republican counterparts on this committee I want to additionally add that I think and I encourage I think it's really important that we have and continue these
(2:12:26) discussions and these hearings clearly there's a lot of information that we don't know but it's also very clear that we have to continue our investigation and accountability on asking the right questions and ensuring that they're part of the public record one thing that was important today is some folks might wonder you know why are we asking questions that might already be out there or that have been asked before it's important that they're asked and put into the public record as it relates
(2:12:51) to this committee and so I want to thank you for um you know answering some questions multiple times I know not just in maybe meetings you had with some members but also here in in the public let me also just add an additional note that I it's it's important also that our um our friends in the media and those that are not just reporting on this hearing but that reporter on this topic that may in

the future the media has an important role uh in this process and it's very important that the media engages does independent investigation (2:13:21) and reports on not just what happened today but what they what they see independently as what has happened around uaps in the broader community that is also an important um public benefit that we have in trying to get the information and the facts as it relates to this let me also just say finally that as a as a teacher and an educator in a long time uh uh a long time teacher and researcher that I also really believe in following facts in doing your homework and making sure that you follow science uh as we try to get as much information
(2:13:59) as possible and so I want to thank you all for for agreeing to do that today transparency is a Cornerstone of government we live in a vast Galaxy a lot of unanswered questions and thank you all for being here today Mr chairman thank you um I'd like to one more time thank Mr Burton Ms Luna for bringing this to our attention it's a topic that has interested me since I was in school it was a very Illuminating uh hearing obviously I think several of us are going to look forward to getting some answers in a more confidential setting I (2:14:36) assume some legislation will come out of this uh I I'm sure I apologize Mr chairman I need to compliment the folks in my office that did a lot of the work on this of Rachel and Noah sitting behind me here they're very quiet and humble but if without them this thing would not have come off like it did so I apologize thank you um I think we're going to want to look into what we can do to make more of this information public I think there's certainly a time period after which it should always be made
(2:15:07) public and people have been concerned about these issues like I said since I was in high school um but in any event like to thank everybody who was here sticking through through the entire hearing without objection the members will have five legislative days to submit materials and to submit additional written questions for the witness Witnesses which will be forward to the witnesses for their response if there's no further business about objection the subcommittee stands adjourned foreign

David Fravor UFOs, Aliens, Fighter Jets, and Aerospace Engineering Lex Fridman - YouTube
https://www.youtube.com/watch?v=gAgBIssELrY

Transcript:
(00:00) the following is a conversation with commander david fravor who was a navy pilot for 18 years and commander of the strike fighter squadron 41 also known as the black aces a squadron of 12 airplanes consisting of several hundred people he's also famously one of the people who with his own eyes saw and chased a ufo an identified flying object in 2004 that is referred to as the tic tac and the incident more formally referred to as the uss nimitz ufo incident his story corroborated by several other pilots from my perspective as a curious (00:40) scientist and an open-minded human being is the most credible sighting of a ufo in history at least that i'm aware of he's a humble fascinating and fun human being to talk to i put out a call for

questions on reddit and many other places and try to ask as many of the questions that people posted as i could and overall i really enjoyed this conversation and i'm sure if the world wants us to and if there's more questions to be had we'll talk on this podcast again
quick summary of the sponsors
(01:12) athletic greens expressvpn and better help please check out the sponsors in the description to get a discount and to support this podcast as a side note let me say that the world of ufos and uaps unidentified aerial phenomena and aliens in general is foreign to me because of the high ratio of outlandish conspiracy theorists to actual hard evidence i'm a scientist first and foremost but an open-minded one often looking and thinking outside the box i'm often disheartened by the closed-mindedness of the scientific
(01:46) community and in equal part i'm disheartened by the lack of rigor and basic scientific inquiry and study on the part of the conspiracy theorists i believe there's a line somewhere between the two extremes that more inquisitive minds should walk i think we humans know very little about our world what's up there among the stars and the nature of reality and the nature of our very own minds the path to understanding can only be walked humbly the very idea that there is a possibility that david witnessed a piece
(02:22) of technology whether human-made or alien-made that moved in the way it did should be inspiring to every scientist and engineer on this earth there may be propulsion and energy systems yet to be discovered that once understood and mastered will put distant galaxies within reach of us human beings paradigm shifts in science and leaps and understanding can only happen i think if we open our eyes and allow ourselves to dream to think from first principles and remove the constraints and innovation placed on us by the
(02:55) scientific conventions and assumptions of prior generations if you enjoy this thing subscribe on youtube review the five stars on apple podcast follow on spotify support on patreon or connect with me on twitter at lex friedman as usual i'll do a few minutes of ads now and no ads in the middle more and more i'm trying to make these ad reads unique and interesting and less adzy more personal but i give you timestamps so you can skip but still please do check out the sponsors by clicking the links in the description it
(03:28) is honestly the best way to support this podcast this show is brought to you by athletic greens the all-in-one daily drink to support health and performance i drink it every day to make sure i'm not missing any of the nutrition i need now let me take a hard left turn and talk about fasting i fast often sometimes intermittent fasting of 16 hours and then an eight hour eating period of two meals sometimes 24 hours that's one dinner to the next i've been even considering doing a 48 or 72 hour fast that some people i look up to have
(04:02) done people who have done it tell me that outside of weight loss and the different health benefits it's a chance to meditate on the finiteness of life not eating somehow is a reminder that we're immortal that every day is precious i certainly experienced this with the 24-hour fast and i think it goes even deeper for the 48 72 and even week-long fasts anyway i always break my fast with athletic greens it's delicious refreshing just makes me feel good so go to athleticgreens.

(04:34) com lex to claim a special offer a free vitamin d for a year again go to the greens.com lex to get free stuff and to support this podcast this show is also sponsored by expressvpn get it at expressvpn.comspod to get a discount you probably know there's a show called the office that i fell in love with first with the british version with ricky gervais and then the american version with steve carell expressvpn lets you pretend your location is somewhere else choosing from nearly 100 different countries and then watch
(05:09) one of the nine totally different other versions of the office and other countries also it protects you when you do shady things on the internet that you shouldn't be doing like checking the website of this very podcast that for some reason was not available in russia for a long time not sure if it still is but if it isn't you can use expressvpn to access it i think of expressvpn like a pirate ship and regular vpn free life as a boring cruise from one place to another with no excitement in between choose wisely my friends again get it
(05:44) on any device at expressvpn.com flexblod to get an extra three months free and to support this podcast this show is sponsored by betterhelp spelled h-e-l-p help like you would try to spell if you were on a deserted island and trying to get an airplane to notice you check it out at betterhelp.com lex they figure out what you need and match you with a licensed professional therapist in under 48 hours you can communicate by text anytime and schedule weekly audio and video sessions now hard left turn let me talk about
(06:17) desert islands whatever you think of it i love the movie castaway with tom hanks and the idea of spending time on an island alone with potentially no hope the natural question is if i could what would i bring to this island the answer is complicated but let me pick one thing the first thing that popped into my crazy mind which is the introduction to algorithms book also called clrs for the first letters of the last name of its four authors i find algorithms beautiful like a little toolbox for a simple world inside
(06:49) computers when the real world outside is an impossible chaotic mess i would love pondering the puzzles in that book for months far away from human civilization anyway check out betterhelp betterhelp.com lux to get a discount and to support this podcast and now finally here's my conversation with david fraver you're a graduate of the navy fighter weapons school yeah i am better known as top gun so yeah let me let me ask the most ridiculous question how realistic is the movie top gun so it's funny we used to joke and a
(07:29) friend of mine who was a top cut instructor uh said this there's two things in the in the original top gun that are true that are very realistic one there is a place called top gun and number two is they do fly airplanes there other than that uh you know i went through in 97 uh class 497 and there's actually a log of every single person that's went through kind of like seal training you know there's a list so people because there's a lot of posers out there i was a navy seal no you weren't well i went to top gun you could
(08:00) actually go to top gun and matter of fact just to get a top gun patch the real patch you have to have gone there so a lot of the patches you see running around are not real there's the real ones are controlled the people that make them uh honor that and when you go in they look up your name if you want to get one they look up your name you just tell them they go okay here and they'll sell them to you if

you are not on the list you ain't get no patch because it is it's it's it's a pretty big deal
(08:27) to go through but it's for me uh probably the best experiences of flying uh because everyone there is extremely competent it's it's very very challenging but it's what we all signed up to do so it's uh it's just the entire group that is when you want to be that you know that level uh you know where you go everyone really cares and everyone really wants to be good is it competitive like what was it in the movie or no it's when you go through it's you know it's if anything it's more of the students
(09:01) you know and then there's the instructor side and the instructor sides are really you know they're guys that you know they just chose to stay up and fallon and it's extremely uh difficult job uh because they have they have a very small tolerance for um not being good uh so they're briefs the guys when they give a lecture so let's just say there's a fighter employment lecture which is one of the hardest ones it takes about two days to give the fighter employment lecture um the guy who gives the lecture goes
(09:32) through multiple what they call him murder boards where he's scrutinized by his peers and he practices by the time they actually stand in front of a class they pretty much have their 250 powerpoint slides memorized and they don't even turn around they just click and they know them in order and they repeat the same thing over it's and it's standardized so they are extremely extremely standardized when you go through the school and there's a reason for that because what they're doing is they're
(09:56) training so when you come out a top gun you're called a strike fighter weapons and tactics instructor okay so your sfti when you come out of that your job is to go usually to one of the weapons schools on the east or west coast and train the fleet squadrons and then you visit the squadrons and train and do upgrade rides and all that so there's a there's a reason that they are extremely particular when you go through the course it's it is literally one of the best things and it's not it's not a rank
(10:23) based thing because think oh navy you can come in as a you know like a an o4 lieutenant commander the lieutenants the hierarchy or at least to be i don't know how it is exactly today but i imagine it's the same the hierarchy is actually based on seniority at the school not necessarily ranked so when the the tactical decisions are made which are based on fact and and trying things out in the fallon ranges uh they set this the top x number of folks that have been there seniority wise is and i mean time wise uh are the ones
(10:55) that actually make the decision and when the door you may not agree but when the door opens and everyone comes out from the staff they all speak the same language it's and it has to be that way which is why the school has been so effective since it was founded so it's just a it's an incredible group of individuals so there's a bar of excellence that uh that the instructors demand well very much so and they're held to it so it's not a hey i'm now an instructor so i can do what i want
(11:26) there is a standard and they have to live up to that standard they have to and i mean every moment of every day uh so if they go someplace if they go from fallon and they come down and do they're called site visits where they come down and they'll come to la moore

california which is where the west coast fighter wing is at for the navy and they go around and start flying sorties with the fleet squadrons to kind of pass on some of that knowledge that's that same high level of standard it's they can't just drop your
(11:52) guard because you wear the top gun patch and people know that and they wear light blue shirts so it's pretty easy to identify them when they're out there and you know and then everyone else who's been through the school including them have the patch on their sleeve so there's a standard that's expected when you come out of there so you're a navy pilot for 18 years yes can you briefly tell the story of your career as a pilot yeah um so you know first i was in i was enlisted i was a marine um
(12:21) and then the marines actually sent me recommended me to go to the naval academy uh so it's always better to be lucky than good but i got to go to naval academy and i finished and i've had that dream to fly so when i got selected they've always dreamed of flying yeah since 1969 when i watched neil armstrong walk on the moon um i was at that point i asked my mom i remember watching it i was i was just prior to being five and i said wow yeah it's so cool mom and she said well you know they were all pilots
(12:53) and uh then at that point it was like i'm gonna be a pilot and if you knew me growing up because i was a little bit of a delinquent um people are just like yeah right i used to joke i'm gonna fly i'm gonna fly jets and i'm gonna drop bombs then and if people that knew me was a kid they'd be like yeah and they'd be like not a chance and then when i did i actually had a funny story and i'll get to it and i'll finish my career but i was at my cousin's wedding and uh we all grew up in the same neighborhood
(13:20) uh we kind of that italian side of the family that's how we grew up so it was my house right down the street is my cousin chad and right around the corner with my cousin ray and my aunts and uncles and stuff the guy two doors down from my and i was a paper boy in the neighborhoods they all knew me and i went to my cousin's wedding and he and mr race looks at me and he says david fravor i go mr race how are you doing he goes you fly jets top gun and all that i go yes sir i guess i figured he'd be in jail by now
(13:49) um it was kind of a to me it was a little bit of a badge of honor going on you know i kind of overcame that but uh what do you attribute that to so you i've heard you before and just now i'll say that uh it's better be it's better to be lucky than good and you you talk modestly about uh about just being lucky but if you were to describe your trajectory maybe in a way of advice like retrospectively uh how did you pull it off to be like to be truly a special person the easiest way is one never never take
(14:26) no don't let anyone put you down and say you can't do it or those i mean i knew i knew what i was capable of inside you know and if i really believe if you want something and you want to do something then you you can achieve it not in all cases like if i loved basketball and i really wanted to be in the nba there's a realism that says i'm five foot eight and i got like a really short vertical leap and i'm really not that good at basketball it's probably not ever going to happen no matter how hard
(14:52) i try and practice it's just the way it is or for me to be in the nfl i'm not fast you know i'm not that big it's just physically

i'm incapable of doing that but there's things that don't really tie to a true physical ability as far as size and strength but it's it's mental uh and i'm not saying you have to be a genius and super smart to be a fighter pilot matter of fact you don't it really comes down to the ability to think very quickly uh 80 solution is typically good enough
(15:24) because if you overthink it you're you're behind and then in an air-to-air fight that's what happens people try and overthink it and before you know it because it's happening so fast you don't have you can't get to the nth degree you know six decimal places eighty percent solution is good enough you build up a really strong gut for the 80 solution just yeah i'm a big believer in 80 solution i love that if you get 80 percent you can go and then you can always adjust which is exactly what like if
(15:48) you're fighting in bfm the 80 solution is it's like a chess game but it's a really really fast chess game where you go i'm doing this and then i know that if i do a maneuver if he's going to counter it correctly he should do a if he doesn't do a he does some degree less like b c d and then i know how bad his his error is and then i capitalize so my might i don't have to be perfect you know i have to go i need to go to 47 degrees nose high if i just kind of get above 40 then i'm good and i can watch how he reacts and
(16:18) then i can adjust for that and you and you continually work that problem and you chip away because if you start neutral you're just basically chipping away and gaining advantage advantage advantage till eventually you know and if you're really you know fighting you know just guns only rear quarter where you got to get behind the guy kind of world war ii dogfighting type stuff um then it's it's literally it's a it's a very very fast chess game that happens at you know 400 knots 300 knots depends
(16:46) so to get to be one of the rare individuals that uh are able to do that he just had the dream and didn't take no for an answer well you know you know part of it is family you know uh my dad was uh i used to call him a fire ready aim guy you know he'd smack me and then ask me what i did wrong yeah um um back then you know i joke and people look because you know at times it was kind of tough you know because he can be pretty demanding but on the other side you know i probably needed to be reined in a little bit at times uh but
(17:21) then everyone else my family you know my mom was really awesome when i was a kid my my grandfather who is a big big part of it my mom's dad uh who he taught me a lot and you have a question there that we'll talk about uh about him but huge huge influence very very positive and a lot of the stuff that i do today and decisions are based on things that he taught me um and uh you know i figured you know it was the first funeral i ever went to and it was uh it was about three miles long and church was overfilling and people were out he
(17:57) was a beer delivery guy dead serious and you go there someone asked who died the pope um so a lot of people love them so back to back to my career yeah the first question because i'm getting down on rabbit hole uh no i when i was at the i was gonna i was gonna stay in the marines i really wanted to go man i love the core i think it's uh of all services it's that one everything is in a ball and they're very very professional and it was a great great organization to join uh but

i went out to the nimitz on my uh
(18:28) freshman cruise after your freshman year at the naval academy you go out on a ship and you you're an enlisted person you get to experience that half when i already was enlisted so it's fine with me because it comes up a lot would you mind saying what the nimitz is what a ship is like yeah so nimitz is uh an aircraft carrier so it's uh four and a half acres of sovereign u.s territory that floats around the u.
(18:48) s oceans does it have weapons on it uh the air wing is really the weapons it does have defensive weapons but for the most part it's a giant moving airport is what it is so i was out there watching the airplanes land and take off and i'm like oh and the squadrons that were out there one of the squadrons was a vf-41 and a 14 squadron vf-84 an f-14 squadron and then a couple of a6 squadrons and we actually ended up part pairing up and hanging out with some of the a6 pilots and bn's so it was really a neat
(19:17) experience and i said i want to do that and the way to do it was to not to to go in the navy because there are marine squadrons that go out to the aircraft carriers but most of them are land-based you know to support the marines because they're that that unit that whole unit you know the marine corps is that one service has it all and uh so when i graduated and i got to uh you know i worked hard through primary and that's where you know i knew missy uh we were actually went through together missy cummings uh we went through
(19:47) primary together and then uh i went to kings we all selected the same time i went to kingsville there was another guy scott wiedemeyer uh the three of us so i went to kingsville scott went to beeville and missy went to meridian so the three of us that we had all went through we got we selected out of primary together we all ended up going jets and that's that's how besides from school i knew her at school too the long story i got done uh got winged it took me two years to the day from the time i graduated the naval academy until
(20:14) i got my wings and uh through some luck i ended up getting asics's on the west coast which is a side-by-side uh bomber so it's a pilot on the left seat and the bombardier navigators on the right seat it was built in the 60s it is all weather and it flies low at night it's got a terrain mapping radar how many i i guess if is that a good term to use fighter jet as a broad category for for the public yeah that's probably how many fighter jets are side by side like that that was the in the navy that was the
(20:45) only one the air force the f-111 was a side-by-side but the navy was the a6 and then there's the ea6b which is a derivative of that and now that those are all gone the e6b's just went away a few years ago and now the e18g growler is the replacement for the a6b there was never a replacement for the a6 that i flew it really became the f-18 which the a6 could go quite a bit further distance wise by fuel uh then the hornet and uh the horn is the f-18 yeah is there usually two people in the plane but they're usually like in
(21:20) front and behind in a the modern two-seaters yes uh but most of the tactical airplanes in the world today are single seat so you can see just one person one person with the exception of i'll probably someone will yell at me but really with the exception of the f-15e strike eagle and the f-18f super hornet which is the f is a two-seater and the g is also a two-seater but it's more of an electronic attack

by say full-up fighter bomber so most of the time that you've flown in your like i said 18-year career
(21:50) is was it two-seater that was about half and half so i started off an a6 was a two-seater then i went to single-seat f-18s and i flew those all the way up until 2000 and let me think 2001 to the end of 2001 and then i shifted over and started flying the super hornets and i've flown both of those the ease and the s but i deployed when i had command of vfa41 i had the two c they were f squadron so you eventually ended up commanding the the strike fighter squadron i love the the name the black aces what uh is there some parts of that
(22:33) journey that are amazing parts of it that are tough that kind of stand out to me it was one it was a huge honor uh and i got to serve with uh you know i got pulled up because the the guy who the the people that are exos because we fleet up you go from the number two guy to the number one guy so the exo becomes the ceo so the executive officer becomes the commanding officer so i had worked with uh now soon to be vice admiral weitzel uh was the he was commander whitefield at the time was the exo and he really wanted because he knew there was
(23:05) a little bit of a problem when the super hornets came into lamour lamore had been a single seat fighter community since the forever and now all of a sudden you've got the f-18f coming in which has the weapon systems operators in the back that are not pilots they're weapon systems operators and there's a difference and kenny is a weapon systems operator and uh kenny knew because of my a6 background that i have a switch that i can go one seat 2c1 c2c because when you fly 2c there's a lot of stuff that the pilot
(23:38) will offload and take the advantage of the weapon systems operator and it's not that one plus one equals two in that environment because it really there's a huge amount of capabilities that the single seat has and the autonomy that comes for the ability to make decisions quickly and how well the airplane flies but it does it does equal more than one and i would say that one plus one with two people as well as a minimum of 1.
(24:04) 5 because you've got an extra head you've got extra eyes you've got someone that can monitor systems the airplanes can do two things at once i mean there's an incredible amount of capability that we add when we do that can we just pause on that just for me from like a human factors perspective and also an ai perspective what's how difficult uh so there's like when there's two people there's also a third person that's the ai part there's some level of automation like autopilot maybe
(24:33) that's correct maybe you can kind of talk about the psychology of like you said making decisions really quick 80 how do you deal with another brain working with you and then also the automation is there interesting interplay that you get to learn and also as that change throughout your career i imagine it got you gotten better in terms of the automation or perhaps not well i can tell you so that let's say there's a bunch of stars there's no this is this is good this is good and this is i'm enjoying this because
(25:06) now we actually get to talk about something other than a tic tac so um so let's start with the a6 the a6 was really an analog airplane that was built in the 60s all right and there's been studies done on the crew coordination which is the interaction between the pilot and the bombardier navigator so we would fly low at night in the

mountains so i was stationed up in whidbey island washington so you've got the cascades and incredible amount of time and we would get in the simulators because unlike normally people think terrain
(25:37) following and there's the radars the 111 the b1 has a system like this but it'll the radar can see and it'll fly it basically flies a straight line so it goes up and over mountains and back down and up and over mountains where the a6 was really manual so you do this low-level routes where you're gonna you're gonna fly in the mountains at night you're gonna be at you know 500 to 1000 feet above the ground ripping through like fog layers because you don't need to see outside you're
(26:00) you're literally flying on a little tv screen and a radar what are you looking at most of the time so just as a screen it's this really primitive if you look at it now what we did you'd think wow that was crazy but it was really fun so is it similar to like the flair stuff is that is no are you is it this thing is totally radar based now the airplane had a fleaball as a target recognition and multi-sensor it's called a tram um you're looking at like basically like dots of hard objects no actually what it
(26:28) is is the the bombardier navigator had a radar and he was getting raw feed off of a pulse radar in front okay so it's just basically mapping the mountain so if you look at a mountain on a radar and you're coming up on it the front side is going to be it's going to give you a really bright return and then the back side it's just going to be a giant shadow because you can't see on the other side so the bomb of your navigators would do that and we they would have charts and they could shade their charts knowing that hey if
(26:52) we turn a little bit left here we can get in this valley we can sneak up this valley and then go around the back side of the mountain which is what the airplane would do and so and sorry to interrupt i'm going to just keep asking dumb questions i apologize but the pilot can you can you at a high level say what the pilot does versus the bomb bombardier uh so you're you're actually just control i'm i'm flying the jet i have the throttles the stick and i have a uh it's about a probably a four inch or six inch wide by maybe
(27:23) four inches five inches high it looks like it's literally a crt that's how old it is a crt screen and what it would do what the radar would do is the the bombardier navigator is looking at his radar and he's looking out about 12 and a half miles in front of the airplane so he has the range really scoped down because the radar can see a lot further he's looking at about 12 and a half miles when we're in the terrain mode where we're dodging mountains and stuff and what the pilot has is there's
(27:47) they're called range bins and there's eight of them so the very far arrangement is the 12 and a half mile you know and the closest range been it's a thing and it'll be like between like a half a mile and or a quarter mile to three quarters of a mile the next one might be three quarters of a mile to two miles and then it just keeps going out like that so if there's a mountain for let's say we're on a flat plain and there's a mountain out in the distance at 15 miles and we we're just
(28:13) driving right at it so when we get to the point where it hits 12 and a half miles where the radar is going to see it on his scope my 12th my range bin for that would pop up and it would show like a big

bump like a mountain and then as i got closer to it the next arrangement would pop up and show it and i could see that that bump was moving towards me and then if i turned a little bit you know to go over here i'd see the mountain go over to the right hand side and i could do that but it wasn't like a video game it was it's literally like
(28:42) if you think of the original ataris yeah but you build up i imagine that you start to get uh a really deep sense of like the actual three 3d environment based on that little atari's it's solid you're exactly right and you have to you have to train so there's been studies a matter of fact a lot of the basis and people probably argue with me but it's true there were studies done watching a six crews in our simulators we called it the wist the weapons systems trainer and it was not even a motion it just kind of sat
(29:12) there and you just you could fly these things they had terrain that they would inject into the system uh but the crew coordination so you get so my first uh my first fleet bombardier navigator who who's i'll name him his name's crusado uh he's uh works at apple uh pretty high up bro mit grad uh i think computer engineering he's scary smart so chris could really work and matter of fact all the guys that flew us so there's another guy matt who also worked at apple who's now at sap we did our first night traps
(29:44) together the bond between us i mean it's one of those things that you just you're never going to forget but chris and i when we started flying together we were actually the most junior crew in the squadron uh we'd spent a lot of time training and and and chris was amazing at how he could work the system uh one because he was extremely brilliant he was had that inquisitive mind of oh we could do all these different things and there's all these degradation modes but we spent a lot of time to see how good we could actually get
(30:14) because and it's you almost talk in partial so as the bn is looking at his radar scope chris would say i've got rising terrain that's just what they say showing rising terrain at 12 miles and i'd see the little bump and i'd say got it this is going to go to your question on the autonomy and how you work with two heads yes so when you first get together the interaction it's it's it's almost like you have to rehearse it you have to know and you talk in full sentences the more and more
(30:43) we fly together chris could go i'm showing and he'd get like rising out and before he finished i'd say i've got it so you end up starting to talk in partials because i have to trust him like i mean there can be no i can have no doubt that he knows how to do his job because i'm literally looking at this little scope that's not giving me this continuous picture of that mountain moving remember the mountains here and then it's going to pop up here and then it's going to pop up here because
(31:14) there's gaps in the coverage on how the system was set up remember it's an analog system to where he is telling me like i can't see all the way to the left and he he's got a wider scope on the radar but my screen doesn't show that so he's telling me start a left turn how to avoid a hard turn you know and we would do that so my channel and this is all happening quick very quick well you're doing we would typically fly between 420 and 480 knots of ground 70 miles an hour uh well 427

(31:42) miles a minute okay between seven and eight miles a minute is what you're flying as fast at night i mean i broke out of clouds i mean i remember him and i flying we're on it's the ir it's called an ir route uh an instrument route that's low they're all around the country there's ir344 that we used to fly which would coast in off of or you'd fly from the land you go out over the ocean turn around and then you could practice actually coming in on a coastline and we were flying and we ended up in
(32:09) the clouds keep in mind we're between 500 and 1000 feet in the mountains and we're in the clouds like you can't see anything and it had to turn off our red lights that flash you know they're called the anti-collision lights because it was reflecting off the clouds and it starts to bother you just gets annoying so i turned it off and we we're flying we're flying we're flying we break out of that coastal marine layer and poof we break out and it's it's a decent night and this is right by mount
(32:33) st helens this is kind of where we're coming in so we're coming in from the east and we're just north of mount st helens is where the route goes and you look up you know because you can kind of see the silhouette of this mountain that's right next to you but you're flying along you're just like you know you gotta trust and you can see houses you can see the lights they're above you we're literally below people's houses flying down these valleys and stuff so just incredible experience so when you take
(32:53) that and then you move into an f-18f so now we're into modern technology that was actually built in this century uh and you're flying so now you know the wizzo is behind us and we're not doing those night low levels but that same type of crew coordination that has to happen because what you're doing is you're sharing the load so most of the communications that go out of the airplane the wizard does all the talking he's got actually he uses the feet that's the weapon systems operator in the back of an f-18f
(33:22) so he's going to run well the radar kind of runs itself now but we have a situational awareness display and it's it's linked to all the other errors just like curiosity what's the situational awareness display because that term comes up a lot think of it as uh think of it as a god's eye view so if you have a the back of the super hornet has well the block twos has about an eight by ten display for the wizzos um that they can look at the pilots is smaller it's down between us it's a six
(33:45) by six between his legs and they're they're getting ready to redesign that boeing is but when you look it'd be like if you put your airplane and you're looking down so all the stuff like if your radar seeing bad guys out in front of you be like looking down going oh i'm right here and now there's bad guys out here and my wingman is over here and it shows everything it's just like it gives you you can look at that display and go oh okay i can see where everything's at i can see if one guy's trying to target
(34:09) another guy it shows you all this it's an incredible amount of knowledge that comes up for the crews to maintain uh the the overall picture of what's going on big picture since it was because it's happening so fast and this is with that autonomy piece this is the third brain so we're all looking at it and the third brain is doing fusion it's pulling stuff together going oh this is all this guy this

is this guy this this guy it's sending it out through the link so all the airplanes are talking to each other through this
(34:36) digital network you know that we don't even see it just says that airplane says hey i'm over here and it tells us and we go oh he's right there and then we can go he's his airplane says oh i'm looking at this airplane this bad guy and it shows us oh he's he's over there and he's looking at this guy i mean it's an incredible amount of uh visual intake because your eye you can hear a lot but when you look down at stuff it's uh you know you can solve the picture really quick the third brain is doing
(35:02) the sensor fusion uh the integration of the different sensors and gives you a big picture view what about the control like is there and i apologize as if this is a dumb question but you know people use the high level term of autopilot how much is there let's use a loose term of ai how much automation is there how much ai is there in helping you control there um the ai piece would be more of a control loop because the digital flight controls so the airplane actually they had to make the airplane easier to fly and when i say easy it's relative
(35:37) because people go i could do it because i did it on flight sim real life is a lot different and flight sim you have no apparent fear of death you'll do things in a simulator that you would never do in real life but uh the the autonomy in the airplane to allow you to manage i mean because you think about it you've got a radar that's feeding you data you've got a targeting pod that's feeding you data all that stuff is hooked to your head because you've got a joint helmet mounted queuing system on that it
(36:03) basically maps the magnetic field in the cockpit so it can tell where your head's at looking so if i turn my head to the right the radar will actually look to the right the targeting flare will look to the right and oh by the way the backseater has a helmet on too so he can look to the left and he can do things so depending on what sensor he's controlling so if he's got control of the targeting pod and he looks left the targeting pod looks left but if i have something where i want to lock a guy up that i don't see
(36:28) that maybe the radar didn't see but i can get over and now point the radar you know get the because it's a it's a phase array radar now it doesn't really scan uh there's there's all kinds of cool stuff that uh that technology uh brings because if you just if you went back 30 years and said hey or 40 years ago and said hey we're gonna have this helmet and you're gonna be able to slew everything to your head and i don't mean a mechanical setup but i mean literally you're just gonna map
(36:51) magnetic resonance and go oh look and then i can i can literally slew my sensors this fast and then mash a button and transfer you know high quality coordinates from a system into a joint you know a jdam which is a joint direct attack munition that is the gps bombs that you see all the time and then let that thing fly and i'm i'm solving this problem in seconds by minutes or hey i got it we're going to have to menstruate coordinates and you know you bring back the data and then they do all the targeting for it
(37:20) and then they send another group out to get it instead of all that now it's that fast so there's a okay i mean we probably don't have enough time to talk about the beautiful fusion of mines that

happens when two people are flying controlling the plane but at a high level this is a really interesting question for people who don't know what they're talking about like me which is what is the difference between a human being and an ai system like what can what is the ceiling of a current ai technology for controlling the plane
(37:54) like how much does the human contribute uh is it possible to have automated flight for example like what is the hardest part about flying that a human does expertly that an ai system cannot in warfare situations in in flying a fighter jetline so i would say systems are usually black and white when you write the algorithm for an ai system it's it's it's it's really it's basically you're taking thought and turning it into a giant math problem is really what you're doing right so you've got this logical math
(38:32) problem math problems are there's there's there's a line it says i can or i can't and it's a it's a very finite line you know but you can go up to the line where a human we all have gray areas where we go maybe yeah i'll try it um so he just can operate within that gray so if you took if you take an airplane and say and i'll just take a hornet for a while a super horn it doesn't matter any airplane and you go here is the flight performance model of the airplane so if you know an uh an em diagram is the
(39:02) energy so it basically says the airplane can fly as slow as this it can go as fast as this it can pull this many g's force of gravity you know so one two three four five six seven and then based on the airfoil design and everything else and how it can pull here's how it's going to fly you know because it's really physics-based well if you depending on how you write the ai but typically ai you don't want the airplane to leave controlled flight right you want to maintain it so that it is flying in a controlled envelope
(39:30) where there are times and you can go back to world war one where people intentionally departed the airplane from controlled flight in order to obtain an advantage which is that's where the human goes can i do this i know it's outside of where i would normally go but i can do that so you can do some crazy things now especially since the flight control logic in modern airplanes with digital flight controls they're extremely forgiving so you can literally i've done things in super hornets that literally even as a pilot inside the
(40:03) airplane you're just like wow i cannot believe it just did that like it'll flop ends which defies most logic and i guess you know in a way you could probably program it but i still think that when you get to the edges that may or may not give you an advantage um there are things that a human can will do that ai won't and i don't think we've got to the point because how do you how do you map illogical solutions you know most ai is logical it's based on some type of premise when you write the algorithm to control it
(40:35) um there's bounds yeah there's this giant mess like you said the difference between the simulator and real life also gets at that somehow that there is uh somehow the the fear of death all of that beautiful mess comes into play like is there a comment you can make on commercial flight like with sully landing uh that plane famously uh versus the simulator all of those discussions is there some well it's it's very it's very similar what i was talking about earlier with the a6 so one is when you're flying with a crew uh
(41:11) their standardization so you gotta remember when sully flew

when his first officer that's the co-pilot showed up you know first time they'd met and this happens all the time in the commercial world you know there's six seven thousand pilots at united airlines you know your chance of flying with the same guy all the time is slim and none we're in the navy we were crude so i had a primary and a secondary wizzo that flew with me for a while for months oh hell yeah for like all of the deployment so because you want to use you have to
(41:40) trust all of those things it increases the capability airplane it's not to say we can't swap out but for true effectiveness especially in very complex missions like a forward air controller we're in the air actually controlling ground assets and supporting ground troops if you're in a high threat area which is crazy busy you have to you have to be melded when you do that you have to have trained to do that job otherwise you're going to be ineffective so when you get to the commercial world and i've got
(42:10) tons of friends at fly commercial there is a standardization like we know that at this point i'm going to put this switch you're going to do that and everyone they know their rules captain's going to do this first officer's going to do this and they know that when the emergency breaks out so in sully's case when they take the birds and they know they've got a problem and if you've listened to the cockpit recordings of him the two of them talking you know you gotta remember they're
(42:34) talking to each other when you hear the full tapes but they're also talking to the air traffic controllers in the new york area and it's like we got a bird strike and the first officer already knows hey silence the alarm they silence the alarm the first officer is pulling out the book he's going through the procedures while sully's actually flying the airplane knowing that they've lost their motors and you got to think his decision process like they're trying to get him to go into an airport into new jersey
(42:56) and he realizes not happening we're going to put this thing and he made a decision soon enough so that he could prepare everyone on the airplane that he was going to put this thing in the hudson river and he did it flawlessly i mean every single person walked away from that wreck the only thing that didn't survive was the airplane you know and it got fished out of the hudson but um what is it about those human decisions he had to make is that something you put into words or is that just deep down some instinct that you develop
(43:23) as a pilot over time it's when we when you train uh you know an aviation is a self-cleaning oven so if you make bad decisions you're you're you know and the list is long and distinguished of those who have died by making bad decisions oh man um so when you look at what he did or the way we train because the the commercial industry and the navy and the air force for all that we have what's called we have emergency procedures that we have to know like engines on fire the first three steps you just have
(43:51) to know what they are right so they know the airline uh same type you know they go hey i know this is they pull the book out because the airplanes are designed they're built to have some time but there's a point where you have to make a decision and you can't second-guess it so when he decided i'm putting this in the hudson river he couldn't all of a sudden halfway through it go well maybe i can get over to that airport he he looked he made a quick assessment

this is that 80 solution where you go these are not i'm
(44:16) you know it's like a multiple choice test when you go oh my god i don't really know the answer but i know a and d are wrong yeah gone so the jersey airport and going back to laguardia gone yeah so what's my next option well the hudson river's there and that's probably looking pretty good or what is my other one can i get a restart on the the motors and then if i can get a restart now can i take it someplace else he had to make really really fast decisions and then once they as they they go that 80 solution you realize all
(44:44) right i'm going into the hudson there's the 80 percent get the book out let's see if we can get an error start because if you listen to the tapes they're trying to get it air started the closer he gets to the water the more he's going i'm ditching the airplane so the original decision to this is my best option right now this is where i'm going and you start eliminating anything that could possibly change the events which they tried to do and then he gets to that last minute says we're going in the water
(45:09) they change the plan they secure the airplane they do exactly what they're doing and he does that basically flawless landing on the on the hudson but you got to remember every s it's every six months for commercial they go back and they do research in the airplane in the simulator where they train to the airplane being broken you just lost a motor you just lost another motor so they go through this extensive training you know and all these and it's you know you know we used to refer to it in the navy as
(45:36) the pain cave where you're gonna get in because you know that when you get in for your check ride in a simulator that the airplane is going to break you're going to lose hydra and it's sometimes they're a problem like oh i just lost this hydraulic system but i'm having an issue on the other motor well if i shut down this motor and i've got a hydraulics you know because there's two hydraulic systems one on each motor well if i've got an issue with the left motor hydraulic system and my right
(45:58) motor is starting to give me indications do i want to shut the right motor down because that's going to kill my hydraulic system that's good and now i'm flying on a good motor with a bad hydraulic system and without hydraulics the airplane won't fly so they it's a really they're challenging problems that you have to think through in real time and of course the weather's never good it's always dark it's always crappy you're going to break out it i mean it's just all this stuff
(46:19) gets compiled on top of you and it's intended to increase the level of stress because when things happen like in sully's case we like to joke it's going to stem power you know where the functional part of your brain shuts down and you are literally on instinct like an animal well if you've trained so much that that is the instinctive reaction that you're going to have when the main part of your your your cognitive abilities start to shut down you're you're running that instinct is ingrained so much into you that you know
(46:48) exactly what to do and that's literally how it happens so there's no how do i put it fear of death like in sully's case do you think he was at all ever thinking about the fact if his decision is wrong a lot of people are going to die you know i can't speak for him but i would say there was so much going on in the cockpit in that time

his his mindset was probably i can do this i'm trained i'm going to do the procedures i've practiced this before i've done these things and i did you
(47:20) know i'm assuming that in his mindset because i never thought about when things were really bad you know if you're having problems with the airplane that you know that i was going to mort you know and and planted into the ground it was always you know maybe it's an ego thing where you think i can do this i mean so you never have you experienced fear during flight like um i mean one one way we just offline mentioning mike tyson he talked about like uh as he's uh walking up to the ring he's like
(47:53) he starts out basically in fear and uh yeah worried about how things are going to go i mean it's purely to put in towards his fear but as he gets closer and closer to the ring is the confidence grows and grows until the ego basically takes over to where you think there's no way anybody could uh defeat me so like that's that's his experience of overcoming fear but do you uh did you experience any kind of thing like that or is that or do you just go to the part of the brain that goes to the training
(48:27) and then you just go to the instinctual 80 solution i wouldn't say i was never afraid i think that would be i can't i couldn't tell you that anyone i know that wasn't afraid at one time and for most of us especially navy carrier pilots it's just it's it's usually especially when you're new and you got to go out and it's nighttime and there's no moon and the weather sucks and the deck's moving you know the ship's going up and down because it will scare lover living
(48:53) out of you can i say that you can definitely say that so it's about landing or takeoff that that is if you even they used to wire people up they did it during vietnam you know guys that go flying missions you know when they were flying low and crazy stuff was going on and people were getting shot down a lot uh the highest the highest anxiety and heart rates were coming back to land on board an aircraft carrier how hard is it to land on that it seems impossible like for for a civilian i guess like me it just
(49:20) seems crazy that a human can do that the the problem with night is and there's different degrees of night just like day i mean there's the clear full moon night you know where it's like oh yeah you know this is not that bad but you got to remember at night i think everyone can associate with you're driving in your car and it's just a it's it's an overcast dark night and you're on a country road with no side lights most people have a tendency to slow down just by nature of oh my god because you
(49:50) what you'll do is you'll out drive your headlights because it is so dark you know and you can get outside you get outside the city and get up into new hampshire especially when the roads are curving you know and the lines probably aren't that good it's you know now take that and multiply it by like a million because you have no depth perception uh what you think is fixed the runway is actually moving up and down and left to right yeah oh and when it's really bad you can actually see it move
(50:20) and uh we have two systems uh you know there was a there's an automatic system that's actually uh it stabilizes with the inertials on the ship and then there's the ils now civilian pilots will tell you that ils is a precision approach which gives you azimuth and glide

slope you know you come down you it's like a plus on the carrier it's not it's really just a beam that goes out and it's considered a non-precision approach it's it's not stabilized at all that and i've been where you can actually
(50:47) watch the needle and the and the attack hand needle will move there's all kinds of stuff moving because the base that it's all sitting on is doing this and ships don't just go up and down they they do this so the bow goes up and down and the tail like you normally see a ship and then there's so that's pitch and then it has roll so it's doing this and then it has heave so the whole boat is going up and down while it's pitching and rolling and you're gonna land on that um so and it's i mean i remember landing as i
(51:14) was with chris uh sado and uh chris and i we're off the uss ranger which is now decommissioned it's sitting getting turned into razor blades um we're flying the old a6 and we come in and it was off of san diego and it was just an ugly night because san diego always has a marine layer that is about 1200 feet was lower than that that night and it was pouring down rain it was an el nino year and there's thunderstorms all around it was the craziest night i've ever seen out of san diego and i remember landing
(51:40) and your adrenaline is so high that you're shaking i mean you literally can't stop and we had spun around out of the landing area and we parked we caught the six-pack so it's right in front of the island so if you see an aircraft carrier of the island and the number of the ship on it we're sitting right in front of that and we're looking at the landing area so it's like you get front row seats to the concert and and this this this ea 6b comes in you know ugly pass he ends up catching a
(52:04) one wire which is the first one you never want to catch the first one which means you were not really high above the back of the ship when you landed and it comes in and the exhaust on an ea 6 or an a6 actually points kind of down and it blows and it's blowing all the standing water on the aircraft that's how hard it's raining and you literally could not see a cross i mean i could see the front of my airplane his airplane and then it was just white because of the water being blown off the deck and i'm shaking and i i i'll never
(52:30) forget i looked over at chris and i said oh my god i go hey dude man ten thousand foot runway looks really good right now and i go and i'm shaking my hands like this and i said i'm not even this is i'm not faking this dude i know that's literally i cannot stop shaking i said that scared the avalanche out of me yeah um but you but it scares you afterwards you don't during it you're not i'm not you don't have time to think about that you're doing it you got to do this you know kind of the quote from tom
(52:56) hanks and uh what's that uh the girls baseball movie where he goes there's no crying in baseball oh yeah that's our joke there's no crying in naval aviation i said you can fly around and cry all you want at night but you know there's only one pilot in those airplanes and you got to land it so you can try all you want wipe the tears away you know put on your big kid pants and it's it's time to it's time to you know man up and and land atlanta jet sorry for the romantic question but
(53:20) going back to the the kid that dreamed to fly what's it like to fly an airplane what it looks incredible as a human like a

descendant of vape i sit here on land and look up at you guys it seems incredible that a human being can do that you know people ask you know i'll be sitting around with my friends and they're like how was i i said it the greatest job on the planet i said you know you it's it's an office with a view because you're sitting in a glass um you you can do uh you know it's like roller coasters you
(53:58) go oh it does all these cool stuff so we take people flying every once a while and it's like oh yeah i like roller coasters like you know take any roller coaster the coolest roller coaster you've ever been on and multiply it by a thousand i said it's an experience uh you know to put your body under you know you know the jets rated at seven and a half but it'll pull up to 8.
(54:18) 1 before it over stresses depends on fuel weight so i mean you routinely get up there towards eight g's um to be able to do that to your body i mean it takes a toll like i can't really turn my head real good anymore and and stuff like that but uh would i trade it i mean it was a childhood dream and how many people get to do that you know professional i want to be a nfl you know and you end up to the nfl which is a very small percentage but well i want to fly jets and and to fly you know at the time when i was flying
(54:46) the super hornets that we had on our squadron were brand new like literally right out of the factory i'd come off our first super hornet cruise we had went to the boeing factory in st louis where they were building my new jets that i was going to get and i actually signed the inside of one of the wings while they were putting it together so i'm meeting the people that are putting the jet together that's going to get delivered to me in a couple of months that i'm going to fly so uh just i mean the whole of it
(55:09) is it's incredible i i it's i'll tell you what when i left when i decided to walk away uh yeah did i miss it i told myself i wouldn't i promised myself that you know once you get through your o5 command your flying really starts to tag to come down you know even if you and you're an airwing commander which is we call them cag carrier group commander you're not flying as much as like the normal pilots nor should you be i mean there's young people that are coming up and it's training your relief because that's the
(55:39) next generation so like currently i have friends of mine that we serve together their kids are flying super hornets right so to me that's really neat because i watched them when they were little and now you know one of them who was good friends uh is i won't get his last name but joey who lived down the street from us is a top was a top gun instructor and i'm like hey joey's joe's a top gun you know and i'm like that's cool because you know i went there and i knew him he would come down to my house and
(56:09) now to see these kids that are because typically military breeds military you know because the kids grew up in it i mean and i the only reason that my son is not doing it is he's colorblind so it it disqualifies you for being a pilot being a seal because he he talked about doing that because he's an incredible swimmer and he likes doing that stuff and water polo player but he's you know both my kids are well my daughter is a doctor and my son's in his third year so but there's a i suppose i mean from my perspective a
(56:39) bittersweet handover of this incredible experience of flying to the younger generation so you don't you told yourself you're not

going to miss it you miss it uh there are days i do when i hear jets like if i'm around a base or a jet flies over but i have all the memories so i can look at it and go it can't go on forever you know tom brady can't play football there's going to come a time where he has to stop he seems to have done it for a long time but you know typically when you look at ego i had the
(57:11) opportunity and i think as automation moves on especially with ai that you know when will when will the last manned fighter be built you know and that's that big question you know we just did f-35 it's over budget it's seven years late there's all kinds of issues when we try and do it and then you look at some of the new stuff that's coming out that the air force is working on with smaller cheaper uh attributable platforms that you can go oh we can because if you don't put a man in the box or a person because there's a
(57:43) lot of incredibly talented women that do this too um so i'll just say that as person yeah so we say man and he we mean both men and women because offline you've told me about a lot of incredible women that flown so i had i had three three female actually four one of them didn't fly anymore she actually lives right around here she she's uh she ended up going into aircraft maintenance when she couldn't fly anymore uh one of the girls who everyone knows is incredibly she's one of the most gifted people i've
(58:15) ever met in my life she is the vice president of amazon air you can see her on tv her name is sarah incredible and then i had uh paige who ended up taking command she got out of fighters and went into other platforms and she was a commanding officer and then the other one is a teacher's leadership and she is all three of them actually all four of the women that were direct uh i'm not forgetting i don't think i'm forgetting someone uh incredibly incredibly talented uh and a great addition to the reading room so
(58:46) anyone who gets into the oh you know women can't do it that's all total horse crap you know we can talk about the original integration and stuff which was not done well by the military nor the navy so women can fly as good as the guys yeah you can't tell if you pass another airplane you can't tell if there's a man or woman in it it really comes down to uh stick and throttle the ability to extrapolate where the vehicle is going to be where the airplane would be if you're fighting another one
(59:14) you have to be able to think fast anyone has those characteristics uh can do it and then i think most important besides that there has to be a desire yeah and i'm not saying that everyone if you took because we used to track so when i ran we call it the rag it's the replacement air group it's where so the the super hornet training squadron there's two of them there's one on the east coast 106 and there's one on the west coast which is vfa 122.
(59:36) 122 is the first one so i ended up going there and i ended up being the operations officer and training officer okay so we tracked the last hundred students right so everyone goes ah it's funny to hear students talk because oh he's awesome he's super if you took the hundred there's three at the top of the list that are just naturally gifted aviators they're well well well above average it's like the person in a math class that sits down in complex math and they just get it you know at the
(1:00:04) bottom there's the three at the bottom that are gonna

struggle and there's a good chance they won't get out and if they do get out they're gonna have to work really hard to just maintain kind of average sometimes it's just the way your mind works not everyone is good at everything if you took the 94 of them in the middle they're within one mean deviation of you know it's there they're all you know it's a the bell curve doesn't look real good it's just a big hump and it comes back
(1:00:28) down and everyone's right there within one mean deviation and then you have the outliers usually not on the high side because they're going to get through but the outliers on the low side that don't make it through so for the most part the navy does a really good job as does the air force of screening so now what they do when i went you just showed up and you started now what you do is you actually go fly uh piper warriors low wing to see can you are you adaptable to this and there's an evaluation that goes
(1:00:55) through and then if you hit a certain mark then you're good to go and then they put you into primary it's kind of like a it's like a pre-check you know like the preset the pre-sat to go hey how am i gonna do on the sat it's it's very similar to that but it's more of a hand skill can you adapt because although we live in three dimensions like this table is not you know we this is you know this is all has depth with all that uh where it's really relative to aviation we are two-dimensional
(1:01:21) very two-dimensional can you can you explain that so our perception is actually more limited than the than that of an aviator very much and here's why yeah so we look at uh let's look at a tall building let's look at one world trade center in new york because that's everyone knows what it looks like big tall building um it's what maybe 1800 feet tall even the burjal dubai which is like what 20 700 feet tall it's not that big so a super hornet to do a what a split s is which is i'm flying i'm just going to roll the
(1:01:52) airplane upside down and then i'm going to do basically a c the letter c i'm going to go in the top and out the bottom so and i'm just basically a vertical displacement of the airplane so i'm going from high to low it's very very tight and it doesn't in about roughly about 2500 feet give or take a little so you go that is that is a really tight vertical turn yeah for example the a6 in order to do that was about 9 000 feet and we look at a building that's 2000 feet high and think that is
(1:02:20) tall right all right so in an aviation sense when you're starting to do vertical displacement maneuvers going from 35 000 feet down to 20 000 feet in a matter of seconds and maneuvering the airplane because the human brain thinks we really are we like to be flat i see we think 2d so if i'm fighting how you really get an advantage when you're fighting another airplane is to work in the vertical because most people will do like one move in the vertical and then they want to start to flatten out because that's
(1:02:47) where we're comfortable yeah it's very profound do you still think in like stacks of 2d layers or no or do you do you truly start to think in that third dimension like the rich 3d world of uh like a fighting like do you start to actually be able to really experience the 3d nature you do because you have to project where you're going to be so you have to know the performance of the airplane knowing that hey if i do this maneuver that i am going to go it's it's kind of like

when i when i talk about when we were chasing the tic
(1:03:19) tac so the tic tac's coming up and i'm in about you know and i've been doing this for at the time 16 years so i'm looking and i'm going hey i'm here he's there on the other side of circle i'm going to do a vertical displacement i'm going to go like this i'm going to cut across a circle and i'm not going to him i'm going out in front of him i'm going over here because i know that by the time i get through this maneuver that's where he's going to be and i'm trying to you know
(1:03:39) basically join up on him but i also i also had to look at it to go do i have enough altitude to do this because what i didn't if we're here and i do this i'm going to end up over here and he's going to be above me and then you know i have to get that energy back to get up to him and when you're doing a max performance it's a trade so you have this is this is really important when you're when you're fighting airplanes and you're really max performing so when you go to an air
(1:04:02) show and you see the air demo he's literally playing with it he's got a finite amount of energy right he can add some with the motors and stuff but you're what you're really doing is it's a trade-off and you can trade off kinetic energy speed for altitude which gives you potential energy the other piece is is i can trade some of that kinetic energy for performance because i know if i do a nice easy turn the airplane will make it what doesn't bleed energy but i know if i do a real tight that 2500 foot split s
(1:04:29) that it's going to cost me energy so if i enter the split s at 200 knots and i do it right i'm going to come out at the bottom at probably 200 knots although i lost 2500 feet of potential energy i converted that to that to kinetic and that kinetic was transitioned and bled off the wings in order for me to get that high performance turn and you have to constantly evaluate where you're at and it's your overall energy package so you can have a guy that's behind you that looks like he's going to kill you
(1:04:55) but if this jet is at 400 knots and this jet is at 110 knots this jet's just gonna pull away drive around and kill him in about 30 seconds right it's it's overall energy package and that's that you've got to be constantly evaluating where you're at and this is that 80 solution can i afford to do this or not yes no and you have literally a split second to make the decision the most incredible dance of human decision making is just incredible i know a million people want me to talk about tic tac
(1:05:21) uh i definitely will but let me ask the one last uh ridiculous uh uh subjective question what's the greatest plane ever made in that you don't history to like from pure speed i would say sr-71 i think it's an engineering marvel that was actually developed in the 50s by kelly johnson you know skunk works for what that was able to do and then when you get into history of it you know how they actually built uh the cia actually made like six companies in order to buy the titanium from russia to bring it back and build an airplane
(1:05:56) out of titanium that we would fly over russia to me that's it's an incredible engineering marvel i think that like the x-15 you know by the way this sr sorry to interrupt sr-71 still holds the the speed record for of any plane as far as i can understand yeah what's funny when you get into it is it's remember fast is relative and when i say that i mean so if you're going 3 000 miles an hour 100 feet above the ground you're going 3 000 miles an hour through you know

that's how fast you're
(1:06:29) going when you get up to altitude there's an indicated airspeed and there's a you know your ground speed so your indicated airspeed is really how fast the air is going past your airplane well the air is so thin up there you may only be showing like 300 knots but at 300 knots you're really doing 2500 miles an hour over the ground so you know like we would take the airplanes up to 50 000 feet when we had to do full the maintenance check flights on them so when you're doing 200 you know and you know some mod notch
(1:06:59) it's actually slow for the airplane it's you know you're getting you know it's kind of like it's not you know there's maneuvering speeds you know that if i hit a certain speed and a super hornet that i have the full capability of the airfoil if i'm below that speed i'm going to stall the airfoil before i get to the maximum g okay so when you look at something like that you go is it really going fast and when you look at an sr 71 that's flying upwards of you know 70 plus thousand feet the air so thin
(1:07:26) you know just like the x15 you can get to a much higher speed but the relative speed of the air going over you is actually relatively low so the stresses on the airframe are not like they would be if you were down low but because you're going fast to get enough air over your ketostatic system to show that you're going 300 knots you're you're screaming i mean the fastest i ever got was i was with the uh well soon to be vice admiral white so we had taken a check flight and uh and i got it up to 1.78 i got a super
(1:07:54) horn up to mach 1.78 and it was and we were started by pebble beach too and then it what's that feel like or is it when you get that fast it start to me it got a little bit weird because you realize in your brain and i did that there's no out if something happens i can't eject the ejection would kill me isn't that kind of liberating in a way um or no that okay maybe not always want to push the limit you know it's like how fast i could have got it going faster it was it was literally still accelerating when i stopped but i had it
(1:08:23) was fuel limited and space limited because i you know i'm off the coast of california big sur and i'm going and i can see pebble beach out in the distance uh you know the whole monterey peninsula just going and you're doing almost 18 miles a minute i mean you're screaming yeah i mean that's and then you have to turn well the airplane didn't have anything on it it was a slicked-off super hornet so it was basically just the airplane no pylons no pods no nothing and then we had to get it turned around
(1:08:49) because we got to go to the exit point for the area and i'm trying to get it down below to subsonic and there's a bunch of things that are disabled like the speed brakes that normally we pop out when you're going that fast they don't because the super hornet really doesn't have speed brakes it it deforms the flight controls they don't function so you really you're trying to maneuver and when you're going that fast you can't turn because a 7g turn at 1.5 mach is a pretty big turn
(1:09:14) um so it's just it's crazy it's incredible that a human can do this yes uh human can engineer that the system which allows another human to control that system it's to me it's it's uh i think it's just it's one it's a great experience was it sad to see the sr-71 go i think it was during your career i mean do you do you guys romanticize

the different planes um we would see it flying when i was flying hornets because we the west coast flies in it's called r2508 which is covers the
(1:09:45) navy china lake area and edwards it's a huge area it's it's actually i think the we had a guy from switzerland come out because they were they had hornets and he's like this is bigger than our whole country because it's a pretty big area in california that you fly but you would see the sr-71s they had a loop because nasa was flying them out of palmdale and they would take off and they'd go up towards washington state and montana and they do a loop and so you'd see them coming back down they'd
(1:10:07) descend out of you know above 60 000 you'd see they get contrails you know the white lines behind airplanes they'd come down and hit the tanker and then they'd go back up so it was cool to be able to see them in my lifetime flying uh but uh you know i think with money age um the advent of satellites you know because they're everywhere now i mean you've got commercial companies putting satellites up uh how much of that need was really there because you gotta remember when those things started in the 50s sputnik
(1:10:35) wasn't flying around you know it was it was the u2 and the sr-71 that were out there doing that work um so at the time it was needed it was at the if you think about it really it was an incredible feat of aviation for that time yeah i mean literally we have yet to pass that and you also ask well is there a need to pass that i go i don't know we got stuff in space so do we need to make an airplane that goes that fast i think the next one is you get into the hypersonics where you don't have to put a person in it does all kinds of crazy
(1:11:02) stuff you know the work with automation all that kind of stuff yeah so one of the reasons i wanted to talk to you is you happen to be one of at least in my view one of the most credible witnesses in history of somebody who's uh witnessed a ufo literally an identifying object and not only witnessed but got to how do you put it like chase it essentially chased it so let me just lay out i think it's easier than you telling the story maybe me and my dumb simpleton waste trying to explain the stories i understand it and
(1:11:41) then maybe you can correct me so on november 10 2004 the uss princeton which is one of the the carriers that's a cruiser it's a it's a cruiser it's a cruiser so you can't land on the uh no helicopter has a helicopter pad on the back gotcha and it has weapons on it okay gotcha it shoots the missiles up but it has a nice radar just that incredible spy one system phased array four panels so looks in quadrants perfect so they they started noticing on november 10th that there is a few objects flying
(1:12:16) around at 28 000 feet with speed of uh with a what's i guess is considered a low speed of 120 miles an hour i don't know what that in knots but uh out on the coast of california so and they kept detecting these objects for just about a week then comes in like your part of the story which is on november 14th from the i guess it's from the uss nimitz i you flew and witnessed a 40 foot long white tic-tac-shaped object with no wings flying in ways you've never thought possible and in some interview somewhere you said
(1:12:59) i think it was not from this world so there's a mysterious aspect to this object this entire situation uh there's videos involved

the video of a flare forward looking infrared receiver receiver there's also visible light so you can switch yeah i mean tv mode as a tv mode so that gives you visible light and then it has ir mode and uh chad underwood recorded that video so and those are the videos that were released by the pentagon later one of the three videos the two other videos uh go fast and gimbal
(1:13:40) were recorded in 2000 something 14-15 uh on the east coast of the united states they had different kinds of objects but they were weird in the same kind of way in terms of at least the videos and the experiences that people have described were similar in in the degree of weirdness but uh the differences is actually on the the east coast of 2014 case very few people have spoken about it and even in your situation very few people have spoken about it so there's a mystery to it but it's in some sense this is a quite
(1:14:22) simple story without much resolution to the mystery and it's fascinating and there's a lot of opinions there's division of opinions because uh it's a mysterious i mean it truly is a ufo in the sense that uh you ap uh what is it i i unidentified phenomena so can you uh maybe correct me on any of the things i've gotten wrong elaborate on some key things and describe that experience in general so here's what i know so yeah we went out uh on our mission to go train uh and they canceled the mission and
(1:15:03) they set us down there's all kinds of rumors out here there's all kinds of after this has come out so originally it was the four of us there's two jets two people in each jet their f-18s okay there is no video from our event it was all four sets of eyeballs staring at this thing and then when we came back and told it when chad and his pilot took off that's when chad got the video of it and we're like that's it that's exactly that's it and um so when you say eyeballs you mean literally your eyes are seeing a thing
(1:15:33) yeah so so as we're flying out we get we get vectored they come up and tell us hey we're gonna cancel training this is a uss princeton so this is the siege's cruiser so we're talking to one controller um who is like hey sir first you ask what ordinance we have on board and i laugh because we don't carry live ordinance in training typically because batch stuff happens usually someone forgets to put a switch on and then the missile comes off and hits a good airplane and it's not good so we had what's called a
(1:15:59) catom9 which is really just a blue tube with the aim nine seeker on the front of it which is an ir missile so there's only two ways to get it off you can beat it off with a sledgehammer you can take this thing and so you put a wrench in and it unlocks the lugs and pulls the lugs back in that hold it on when it really fires the impulse from the engine actually throws the lugs forward and breaks that release and it comes off down the rail that's how it works so they said hey well we have real world tasking so as we're
(1:16:25) going out my wingmen the other pilot uh she maneuvers the airplane to the left-hand side of me so she's kind of stepped up like this and i'll use your mic box to start since we're going out they're calling ranges they're called bra calls bearing range in altitude and they're telling us hey it's at 40 miles or 50 miles and 40 miles and 30 miles so they're saying hey 270 30 20 000.
(1:16:50) that's all i say so we got our radars we had we had mechanically scanned radars at the time apg-73 good piece of gear

apg-79 new one's way better but anyway and i apologize if i interrupt the story uh hopefully it's useful but they're telling you a location of a thing that you should look at yep they're telling us they have a contact on their radar they don't know what it is they just have a blip they have a little blip well they've been watching these things and what he told me is they've been looking at these things as
(1:17:15) we're driving i said sir we've been tracking these things for about two weeks that's we had been at sea for two weeks because this is the first time we've had planes airborne we want you to go see what these are actually so they kind of interrupt the mission to say check it out so we start driving out there and as we get down to he's going you know 20 miles 15 miles 10 miles and then you get to a point where they call merge plot which means we are inside of the resolution cell of the radar because radars don't see
(1:17:41) everything they're so they have a range and they have an azimuth resolution right so and it's basically think of a little cube so they can and the whole sky is made of all these little cubes and they're looking so if you're inside a cube with something and you're both inside the same little cube then the radar can only see one thing does that make sense yeah so they call merge plot well when we say merge plot to us it means he's right around something's around you get your head out so we're
(1:18:06) not looking at radar scopes anymore and the wizards the wizards can look but everyone it's heads out when they say merge plot you're done looking at your displays inside you're doing this and you're trying to find it so as we look out to the right and you look high and low because he could be anywhere from the surface all the way up now keep in mind the ship is like probably 60 miles away so it can't see the surface and you can do your standard radar horizon calculation and go hey it's the
(1:18:30) the thing is 40 feet off the water the panel can he really see you know there are radars that can see around the curve but let's just say that it can't at this time so you go is it you know where's it at so as we're looking around we see now this is a it's a clear day there's no clouds and there's no white caps it's just a calm it's actually a perfect day if you owned a sailboat it was that five to ten knots of wind and you just want to kind of go out there and you're not going to get
(1:18:59) beat up and have white water coming as the it was the perfect date on a sailboat how many miles out do you see like seven like you see just it's a clear day it's 50 it's unrestricted visibility you can see literally all the way to horizon it's just clear it's nothing and we're basically off the coast if you look at a map and you go san diego and then inside of mexico we're kind of in between that and we're probably about by the time this all hits we're price i don't know eighty hundred i don't know
(1:19:26) but somewhere out it's pretty far off the coast perfect from 20 000 feet you'd be amazed you can do the calculation you can see stuff you know you'll see land 50 miles away know you can see you know and when you're looking at a continent it's really easy to see you're not looking at an island i mean you're looking at mexico and you can see on the white caps in the water if there is any oh yeah they're easy yeah for us we look at it because we know if it's natural wind or so if it's a really white cap windy day

(1:19:51) then the ships just kind of barely be moving when we land on it it makes it actually easier if the ship has to move where it's got a big weight because it has to make its own wind when we land which is the day that it was this day you go oh okay and it creates what's called we call the verbal but when the air flows across the flight deck it drops behind the ship you know yeah and then it kicks back up so when you're coming board to land it's going to make you go up a little bit and then you're going to fall and you've got to
(1:20:13) con you've got to anticipate that to stand glideslope so we're pretty we're pretty conscious of what's going on out there with the waves and the wind so we look there's no waves there's no wind there's no white caps and we look down and we see white water so if you put if you put a piece of land a sea mount below the surface like you know even 20 feet below the surface that's big enough as the waves come in you know waves have height and length when they come in that's what happens on
(1:20:40) the shore when a wave comes in it hits and then it starts to collapse and it pushes the wave height up because it can't go anymore and then it breaks the top and yeah and that's where you get the white so what happens is at sea when you get a sea mount you'll see stuff come in the wave will crash and you'll get white water you can go out when it's high tide in any one of the coasts you can go out here off of boston and go hey at low tide i can see those rocks and at high tide i can't see the rocks are covered
(1:21:04) but there will be white water around those rocks you'll be able to tell there's something underneath the surface does that make sense yep so that's what it was we see we don't see an object because there's all kinds of oh they saw this they saw another craft below the way we didn't see anything below the water we just saw white water but the white water and i like to shape it you can say it was across i say it's about the size of a 737 so it looks like if you took a 737 put it about 15 20 feet below the water
(1:21:27) so the waves breaking over the top and you're going to get white water where the plane is at you'd see this this kind of shape so it looks like a cross so as we're looking down off the right side the back seater in the other airplane jim says this is that talking in parcels again he says hey skipper do you and that's about what he gets out of his mouth and i go what the hell is that in a nice do you see that essentially so we see the white water and that's what draws our eyes down or otherwise
(1:21:52) we'd have never seen it so we see this i would love to see the look on your face when you see that and then we see this little white tic tac because we're about 20 thousand feet above it and it's doing it's going basically north south and then east west north and so it's abrupt it's very abrupt so it's not uh like a helicopter if a helicopter is going sideways and it goes once it's going sideways left and it goes right what it'll do is it'll go it's got a speed it slows down because there's inertia
(1:22:16) yeah and it stops and then it goes back the other way this thing's not it's like left right left right with no so moving in ways that doesn't doesn't feel intuitive to you at all of the things you've seen in the past so as a pilot the first thing you think is it's a helicopter right right so you go oh what is because when we see it's moving we're like oh helicopter so the first thing you look for to see

if it's a helicopter when they're doing that because usually when they get down there towards
(1:22:41) that 50 feet you'll get rotor wash you see it in the movies when the helicopter's by the water it kicks the water comes up besides because the downdraft you know like a thunderstorm will do that it pushes the air down and then it has to come out the sides so you see it and you go well there's no there's no rotor wash what is that thing so by this time we're driving around so as we're if we were at the six o'clock we're driving around towards that nine o'clock position and we're just watching
(1:23:04) this thing and it's just it's still pointing north-south and it's going left-right and it's kind of moving around the object and if it had if i had to say it biased itself it was biased towards the bottom half so if you've got the east-west and then the north-south kind of across it's hanging out on the southern thing that's hanging out it's just kind of moving around up down left and it's crossing over it it's going up just kind of so now we're like what the hell is that
(1:23:25) so then i go hey i'm gonna go check it out and the other pilot says i'm gonna stay up here and i said yeah stay up high because now we get we get a different perspective so she's up here and i'm down here as i'm descending she can watch because right now all i'm watching is the tic tac she can watch me and the tic tac so she gets a god's eye view of everything that's going on which is really important you can you'll hear people say it's high cover whatever she's watching me which is it's perfect
(1:23:53) as the story goes on because it it gives us two perspectives you know of a perspective that's about 8 000 feet above us when that thing disappears and they don't you know because if it's just like oh i lost it and they go no it's over to the right we can still see it we all lost it at the same time so as we come down we get to about 12 o'clock and i'm descending it's an easy descent i'm doing about 300 knots which is a really good air speed for the airplane for maneuvering because i
(1:24:16) have i have everything available to me at that speed so i'm coming down and as i get to 12 o'clock as the tic takes doing this it literally it's like it's aware of us and it just goes blue and it kind of points out towards the west and starts coming up so now it's obviously knows that we're there whatever this thing is and knows over there so as we drive around it it's coming up and i'm just coming down we're just i'm just watching it now you remember this whole thing is like this is like five
(1:24:39) minutes this is not like we saw it it was gone or oh i saw lights in the sky and they were gone we watched this thing on a crystal clear day with four trained observers watch this thing fly around so we're like okay so i get over to the eight o'clock position and i'm a little i'm a couple thousand feet above it and it's about so i'm probably at about 15k i think it is i think that's my story's about 50.
(1:25:01) it's just estimating so you can see it's just really easy to set because so what's 15k 15 000 feet i thought it was 8 000. uh the the other airplane ends up about yeah okay so they're still about twenty thousand feet so they're all right slowly and i'm descending they're staying up there so i'm kind of doing this okay as they drive

around okay so i'm looking at this thing and it's about the two o'clock position we're about the eight o'clock position and i'm like oh
(1:25:25) i've got i've got enough altitudes i'm gonna i'm gonna cut across the circle and i tell the guy in my back seat dude i'm gonna i'm gonna do this he's like go for it skip because i was a skipper so i cut across the bottom so i'm kind of almost coming out co-altitude as this thing's coming i'm going to meet it and i'm driving and uh i get to probably it's i'm probably about a half mile away which you think well a half miles pretty far half mile in aviation isn't
(1:25:49) it's nothing that's i mean you can tell there's a pilot in an airplane you can see all kinds of stuff at a half mile you can see pretty good detail so i'm like right there and it's coming across my nose so now i'm basically pointing back towards the east so i'm cutting across because i'm going to the three o'clock position it's at two o'clock and i'm gonna meet it at three o'clock so as i do this it goes it just accelerates and disappears so it's this happens at around
(1:26:10) estimating about 12 000 feet so they're at 20. so they've got about 8 000 foot of altitude above us when this happens and it just as it crosses our nose it just it accelerates and literally in less than you know probably less than a half second it just goes and it's gone and so we're like and i the first thing is dude did you guys see it the other airplane's like it's gone we don't have no idea where it's at so we kind of spin around rook i go let's see what's down here and i turn
(1:26:36) around we're looking for the white water we can't the white water's gone there's nothing it's literally all blue so now you go and i remember telling the guy in my back seat like a dude i'm i don't know about you but i'm pretty weirded out because this is i mean you know i had at the time like 30 some hundred hours of flying i'd been doing it for 18 years it's nothing like anything you've seen no no so as we turn we go well let's just go back you know because now i got to put on my real hat which we
(1:27:02) have to train because we're getting ready to deploy to you know overseas so we got to get our training done so that's my mindset especially as a ceo because i got to get i got it training out of the flight time because i'm responsible to do that so hey let's go back and the the the guy who's going to be the bad guys is the ceo of the marine squadron and uh so cheeks is at the end he's listening to all this happen you know because he's just like because he they when he first went out
(1:27:24) they were gonna do him but the little hornets the legacy hornets the f-18cs don't have as much gas as the super hornets so he had launched first and they were going to do him and then when they knew we were off the deck they just told him hey go to your cat point down south and we're going to send we'll pass this off to the supermarkets what's the cap point that's where we hold so it's called a combat air patrol point so we're just going to hold at one end he's going to hold at the other end
(1:27:50) it's kind of like hey you guys are going to each think if it's a football field we're going to sit on one goal line he's going to sit on the other goal line and when they say go we're going to run at each other and try and do something in the middle of the field and then go back to our set reset points okay so you're talking to him

he's he's he's listening to the he's just listening we don't talk to him at all he's just listening he just dials up because they know that we all know the frequency so
(1:28:09) he's listening to what's going on because he's like because they cancel training so what else is he gonna do he's just gonna hang out there and do circles while he's waiting him and his wingmen so they're just they're listening to all this go on and then at this point you move on yeah we come back up to train we go back as we're flying back the controller because we're talking to the the kid on the princeton the uh the uh they're called os's they're operation specialists they're
(1:28:30) the ones that run the radars and we're talking to him and he's like hey sir you're not gonna believe this but that thing is at your cap it showed back up it just popped up you know this is like 60 miles away it just reappears we're like oh okay so we got the radars out we're looking for it uh we get out there we never see it we never see it again uh we do what we need to do we come back to the ship of course now we're like oh this is gonna be we're you know i told i told him i go dude you know we're
(1:28:54) gonna catch we're gonna catch for this when we get back to the ship word's going to get out and we're just going to catch maximum and we did yeah and it's kind of that joking you know so the ship plays movies we have movies on the boat and they do 12 hours of movies so they repeat because there's a day check and a night check so the same movies in the morning and night play so you never get to ever get to watch a whole movie on the boat which drives my wife crazy because i watch stuff on tv that way too i'll be
(1:29:17) like oh hey i've seen this and i'll jump into a movie in the middle and then i'll pick it up later and i'll see the beginning and i'll put it all together because that's how we have to do it because we're so busy well the movies became and i it was men in black aliens uh independence day definitely gonna catch some oh let me just ask some dumb questions so just take him because whatev whatever the heck you saw whatever the heck happened it's you know one of the most fascinating things um
(1:29:53) events in recent history so whatever it was it's interesting to talk about it different kinds of angles there's no good answers but it's interesting to ask some dumb questions here so first of all you mentioned see you saw at some point xy and then uh somebody in the princeton said you're not going to believe the sir it's at your cap point that that's a different place how the heck did it know what your cap point is that's a good question and that's the one if you don't no one you know you
(1:30:21) don't we don't tell it it's we don't broadcast it we have a waypoint in the system but i don't know maybe it knew where we were going because we used the same one day after day after day but it it obviously knew but you never saw it there never saw their chad when he took off when he got the video we landed we told them hey look we just we just chased this thing they're like when i go chased it and they're like why go dude i go and i told him i said dude get video and he goes so and that's how he is he's like i'm
(1:30:49) gonna go and he he was he he was determined he was gonna find this thing so when you look at his video and this is the stuff that isn't out that they don't see because not all the all you see is

the flare tape that's the targeting pod the forward looking infrared receiver um i'll probably overlay the video people see when he goes out it's uh you know what he's looking at on his displays is he has basically two radar displays up he has azimuth and range on the right one and he has azimuth and elevation on
(1:31:16) the left one so this is called the as l display and this is called this is basically the ppi which is the you're at the bottom of it you're at the bottom of the square it's really taken this it's taking a cone because a radar really looks left and right from a point and it squares it out so the entire bottom of the scope that we look at is us because they do this they square it off so so he goes out and when he first sees it he gets a radar return on it because when he's not trying to lock it so the
(1:31:41) radar's just throwing energy out and getting it you know it's a doppler radar so when it's in search mode that's all it's doing it's going oh i can see you i can see and it's looking for return so he gets a return so he wants to see what it is because all you get is a little green square unless it builds a track file on it but the little green square is just sitting there it's not moving because it's it's sitting in one spot in space he locks it up when he goes to lock it up now he's putting a bunch of
(1:32:03) energy on it but he's telling the radar stare down that line of sight and whatever's there i want you to grab it and build a track file on it which will tell us how high it is how fast it is in the direction that it's going okay the radar smart enough that when the signal comes back if it's been messed with it will tell you it'll give you indications that i'm being jammed so that's all it is is you send the signal out something it manipulates the signal either in range and velocity or
(1:32:27) whatever and it sends it back and the radar was smart enough to go that is not a return that i'm expecting something's messing with me i'm being jammed and it shows you and it puts strobes up it gives these lines on the radar and it does some stuff so you can immediately well it does it goes full into it it's being jammed in about every mode you can possibly see because everything comes up and the the this aspect gets long it's all kind of i don't want to get into details but you can tell it's being jammed
(1:32:51) so and as you said on rogan by the way that jamming is an act of war active jamming isn't when you actively jam another platform yes it's technically an active work feels like you should be freaking out at this point i mean so well he does it and then in the back seat so they don't have a stick and throttle they have their side stick controller so they can control all the sensors and they can just toggle around and do stuff so he can he has the ability to just move one switch real quick and it will go
(1:33:15) from that azimuth elevation on the radar to the targeting pod well as soon as he commanded the radar to look at that target the targeting pod goes oh what's over there and it'll stare because it goes down the line of sight because all the systems are hooked together you can decouple them but they're going to automatically couple up so when he castles over he it's a switch looks like a castle switch was a castle so when he moves that thing to the left and he swaps the displays out and he says instead of looking at the radar i want

(1:33:39) to look at the targeting pod he sees it on the targeting pod because the targeting pods already looking there and now he's on a passive track because he's not literally sending any energy out he's just receiving ir energy from the tic tac and then the system itself will track the pixels and the contrast differences it depends on what mode you're in so it says oh and that's what those little bars you see in the video where the bars come up let's do some v vision based tracking that's
(1:34:02) exactly what it is um so and that's the video he goes through changes zooms changes the momentum he goes through all the modes so there's a narrow medium and wide so wide is far away medium and then narrow and then there's the tv mode and he goes from ir mode to the tv mode the cool thing with the tv mode is narrow ir mode is only medium tv mode so you can actually get closer with narrow tv mode it's got a better zoom capability when you go into tv mode um so he goes through all those things that's when you see it going from a
(1:34:34) black background to a white background trying to figure out what the heck is this well yeah and he wants to get as much data as he can on it based on the different modes instead of just staring at it going what is that thing um green so the the video has been out for it actually was on youtube for years and before the government released it it was leaked at 2007.
(1:34:54) about no i got a the guy that was in my back seat sent me an email and i had retired so this is about no because i was working i was working down in san diego so this is about 2008 early 2009 he sends me a link to strangeland.com which is not suitable for work oh yeah it's top notch yeah um and he says hey i can remember the email hey skip does this look familiar and i look at i'm like how the hell did that get on strangeland.
(1:35:30) com so the next thing you know it ends up on youtube which was cool because you can send a youtube link to someone you don't send strangeland.com to someone because you don't know what you're going to get it's like googling kittens yeah um so it ends up there somehow so it gets on youtube which was cool because i would go out with my friends and we'd be drinking and they they go dude what's the coolest thing you ever saw flying you know it's kind of like you were asking what it's like and i go oh dude i chased the ufo and they're
(1:35:57) like get out and i'm like no serious so this is literally how it happened so i was sitting with my friend matt so matt and i did our my he was the guy in my right seat of the a6 when i did my very first night trap right and we were friends to this day right because when you do stuff like people like that you know you had to have faith in him he had to have faith in me you know it's their they become like your brother yeah um and these are guys that literally you know i don't talk to him on a regular
(1:36:23) basis like chris who works at apple if if chris called me up tomorrow and said dude i need help i need this i'd be like all right let's figure this out and let's do it because it's they're like family you do it and most navy guys we don't we're not we don't send letters to each other weekly you know i have friends that could i haven't talked to in 10 years that they showed up on my door we you know pop a bottle of wine grab a beer shoot the take about first 10 minutes to catch up
(1:36:48) and then it's it's like old times and it's it's amazing how

fast this happened so incredible so i'm out to dinner with matt um and i'm telling him this story and he's like get out of here so he goes back and he tells our friend paco paco has fightersweep.com it's a blog site so paco's obsessed like he is way into ufos yeah so paco calls me up he says dude i was talking to maddie that's what we call him he goes i was talking to maddie he goes dude you got to tell me this
(1:37:18) story so i'm like all right so i spend a chunk of time and so he calls me one day and i'm like i get a voicemail hey give me a call so i call him up and he answers the phone but i can hear people in the background and i go hey dude what's going on hey hang on i gotta put you on speakerphone i go what do you put me on speakers you got to tell the story i'm having a dinner party you got to tell the story so he's literally having a dinner party with his cell phone in the middle of the table as
(1:37:40) i tell a tic tac store yeah so he calls me up again he says hey i got this blog and he just writes about fighter stuff like he wrote about that we call him the hot break that's a guy that when you land on a carrier comes and turns and gets ready to land really fast like breaks it off right at the back of the ship and uh one of the guys when we were junior officers on the uss ranger one of the apartments the other squadrons guy nasty and nasty was notorious for coming in in the tomcat and cranking off the
(1:38:07) hot break right so he he he literally wrote a thing about the hot break with nasty and there's another guy or mav was our uh one of our landing signals officers for the air wing it just it was it's just it's a good article on how this was and how you know it it kind of forms you in naval aviation's kind of being kind of a part of the club so he's like i got to write about this thing i'm like what are you guys i got to write about i go all right i go because at first i would say no i'm
(1:38:32) like dude i don't want this out there just so you haven't really before then talked about it much because my wife didn't even really know the whole story what just as a comment is it just because you caught some no uh it's just i'll tell you what three days we we had the incident for about two days they played the goofy movies there there's a comic on the back of the air wing schedule that they would put it was like first one was a far side and the second one was me and the guy in my back seat and it
(1:38:56) was men in black but it had our names you know protecting the world protecting the nimitz battlegroup type stuff it's just funny like that yeah um so that no to me it wasn't that big of a deal it was like okay that's weird we're never going to know what it was i want to get out because this is important because there's all kinds of rumors there's a group of folks no one ever came out in suits to talk to us nobody looking like me no came out no no one came out of the helicopter no one came out on an
(1:39:27) airplane you know you get oh i i was told to turn over this classified what's funny is all the cos and several are still in the navy uh there's one that is a he i think he just finished up he was a captain of an aircraft carrier you know so he'll end up making admiral and all that stuff those guys are all my friends i talk to them daily just just to clarify so just for people who don't know there's a story that both on the nimitz and the princeton folks in a helicopter landed

they showed up they took the data
(1:40:01) quote-unquote so all the sort of recordings associated with this incident and they took it and presumably deleted it there's a kind of story to that and then uh from what i've seen you said that you believe just like we were talking about offline that jokes spread faster than uh or just rumors spread faster than anything on on these ships uh that it might have been a joke that started and uh well they did so here's here's the joke yeah so they had come down right we had the tapes um and they were
(1:40:36) chad's tapes so we use those tapes over and over again you know they're they're consumable but remember i have a budget as a squadron so i have a budget so i have to buy those tapes i have to all that stuff that we use i'm accountable for and the tapes are actually classified secret because of the data that's on them okay so we had the tapes so the the secure the intelligence guys the intel officers came down from what's called civic it's cvic which is carrier intel center came down and said hey we need the tapes
(1:41:04) these guys are going to come they're going to come and get them this is so we're like i'm like oh whatever you know so we hand them the tapes and then someone because i have you know you know people shortly after they came and got the tapes someone came to me and said you know they're they're messing with you they're playing a joke so i said oh let's see how well that goes because you know i'm i'm a ceo and they're not and uh so i went down to civic and uh it was a probably he was a
(1:41:30) lieutenant or a lieutenant jg so he's way junior to me and i said hey uh i want my tapes back and he looks at me and i go i know you guys are pulling my leg i know you there's no one came out and i go and you have about 30 seconds to get me my tapes before i start tearing this place apart that's literally what i told him and i said and if your boss has an issue he can come and see me because it's not going to go well i said because this is and i need those tapes then he literally walked right over to a filing cabinet
(1:41:57) opened it up they weren't a safe he opened up a filing cabinet and pull them out and hand them to me i said and i basically said a few things to him like don't ever with me again and i left i had the tapes so this no one came out there's no flying going on when all this is happening and i took the tapes back and then i copied the tapes so i took two brand new eight mil tapes and i copied the sections that i want so there's a rumor too that oh the original flair video is 10 minutes long and there's some one of
(1:42:24) these petty officers saying i saw it that's total crap the original video is about a minute 30 seconds long what you see on the release video is the entire video so you have mentioned uh i apologize if i say stupid things please correct me but you you have mentioned that like on rogan i think that you watched it on you know on a bigger screen it felt like it was higher definition so let me ask the the question is there a higher definition version do you think of the flare video that would give us more pixels and more information presumably
(1:43:00) because of the um because i don't know where the stuff that the government released i don't know where they got okay so the stuff that was on strangeland and youtube you know someone pulled off of a secret it looks like a rack you know there's tape machines in there

and it gets converted to digital and stored on a hard drive and they pulled it off that hard drive and they put it on youtube um no it's just like you know anytime even a digital media the more you copy digital media there's some quality it
(1:43:26) degrades so this you don't know how many times this has been copied so we were looking the videos i've seen are right off the original they're high eight tapes it's basically pulled off the back of the display so it's not filmed with cameras it's literally a digital feed it's pulled off the back and put onto a high eight tape that's how the recorders work now it's actually digital to digital it's not even on tapes anymore it's it's a digital recording system but we were still in
(1:43:46) that process of slowing up because originally we had little cameras here that shine so if the light hit it would wash out the displays so this it's a pretty good feed um when you put it on so we're instead of looking at it on your tiny little computer monitor whatever i'm looking at it on a like a 19 inch because it was still normal tvs back there we had just put flat screens in the ready room that i had bought so we could watch movies so because a nice huge 19-inch screen there's maybe 20. it's nice wow that's
(1:44:14) huge gigantic um hey i can get for like 50 bucks you can get like 60 engines this is 2005. yeah um so so you look at this big thing and but you could see so when you get to the tv mode when i say there's little things coming out of the bottom of it you could see those it was very clear but in terms of the actual visual on the tic tac was it did you get much more information from the higher from the clear little things out of the bottom at the bottom so when you see it because he's coming almost co-altitude with it you
(1:44:46) can see the bottom of it it looks like little you know like if you look at a cessna there's a little antennas hanging on the bottom kind of like that there's two little things on the bottom there's nothing on the top there was no plume no ir no no visible propulsions even heat signature you know it's all that stuff and then the other thing that people didn't see is they didn't see the the radar display uh which that that really raises the classification level especially to see what the radar does when it's being
(1:45:10) jammed um you know matter of fact when they did the unofficial official investigation in about 2000 and let me think about 2009 um i had gotten a call on my cell phone from a guy who government employee and said hey told me who he was he's still in the government um i'm friends with him and he said hey we're gonna investigate your tic tac thing this is literally five years later yeah five years later and i said okay whatever and he did a pretty good job i caught the unofficial official report because
(1:45:45) um it was really never official it wasn't but i'll give you the history of why i say that and why it never came out in foia requests so he does the report he sent me the report and all he said is hey i'm going to send you this report please don't distribute this report i said okay the report is now out because harry reid got it to george knapp and they were good enough to redact there's a few versions of it unredacted and i'm very protective of the other people that were involved in this so jim has talked but
(1:46:14) he's off the grid he doesn't talk to anyone now the pilot of his airplane she has come out on unidentified but they don't release

her name although people are starting to do it and she's had weird happen around her house she's got kids you know so i'm very protective of her um and i've told people like jeremy and george if i know that the names ever came from you i will never talk to you again about this and jeremy's been really good about it and so is george and then but george george knew the
(1:46:39) names were because he had he got the report from senator reid um and then the other crew so the pilot of the airplane that took the video that chad was in if you talk to that individual they really don't have the recollection they were just out flying that day and it wasn't a big deal um so it's it's you you need to protect because not everyone wants people knocking i don't want people knocking on my door and you know and there's rumors oh you talk to everyone i think you're about the 23rd person that i've talked to
(1:47:09) total yeah and that includes uh you know the the newspapers and stuff and i've been selective because there's so much i mean if i turn down like i turned down russian tv uh i can give you her name when we're done here she called she not only called me she called my wife she called my daughter she called my son and she called my son-in-law um because they're persistent so i'm i'm pretty protect i'm very particular i mean the reason i'm talking to you is because i knew we would have a conversation that wasn't
(1:47:34) based just on the tic tac in the incident but we can actually talk about some of the science and some of the theoretical to get into to get more people involved to go because i think there's you know and when you talk to you know lou elizondo or chris mellon you know the group at ttsa you know that that whole thing was just that's to the stars uh academy okay that's the tom delonge group that got started so and you go well uh you know because i think tom has caught a lot of crap for this but he's actually
(1:48:04) when you talk to him he's he's he's very smart and i asked him how'd you get into this and he goes oh when i was traveling around with blink 182 he goes you read a lot of books when you're laying in a van as you're driving to your next gig before you make it big and he goes and he read he was reading books and he read one of them on ufos i'm trying to think the title that's one of the big ones that's out there real popular and so he started just he started asking more and through his fame
(1:48:28) with blink 182 in the band he got more and more connected you know if you talk to chris mellon who is an under secretary of defense for intelligence and he's part of the melon you know dynasty you know from carnegie mellon type very very smart he knows he he he definitely knows how the government works because he worked there and so when i went down to dc to talk to people he's one of the first people i'll go to when i did uh tucker carlson about a month ago month and a half ago i asked i i he texts me i i texted him
(1:49:02) tom lu to go hey because they were like you got to do it because i turned to i'd turned tucker down a couple times before and his uh his producer had called me and i'm like all right i'll do it because those guys like you gotta you gotta do this for us so from my perspective just to give you some context so um to me there seems to be some stigma so i come from the scientific community and i really appreciate you talking to me today and i think the people who listen to this include you know uh fellow faculty

(1:49:34) at mit and major universities and it feels like there's some stigma to the subject from from the scientific community a lot of people especially when they hear your story are like wow this is really interesting but you you don't even know you one you're afraid to talk about it and two you don't know what the next steps are like how can we seriously try to think about what you saw how to think about how we further look for things like it how we develop systems and plans for how in the future we can
(1:50:12) immediately collect a lot more data and try to react uh properly you know to try to communicate try to uh interpret this in in the best way possible from a scientific perspective and i i just would love to remove stigma from this subject uh well i think that's the first step we have done in this country an absolutely terrible job with these things so you go and i joke you know go back to roswell so the first reports that came out of roswell was we have this crash flying saucer that's literally what came out and then
(1:50:48) magically the next day it's a weather balloon and they're showing you pieces of mylar and you go well that doesn't look like what they showed us yesterday then you get into project blue book you know so there's that whole series about project blue book but the bottom line of project blue book is it really did two things it investigated sightings and it did everything it could to debunk and disprove to the point where it actually went to discredit you know to make you look so there's always been this
(1:51:11) uh this i don't know if you'd call it an aura around it or a mystique about ufos that if you're talking about them they're nuts with ours because i'm not a i'm not a you i'm not a ufo guy i'm not a junkie if you ask me do i believe that there's life outside of earth i would say you probably have a better chance of winning the mega ball lottery than we're the only planet that has life on it in the universe it's just the odds are against it if you do just do the math you have to accept because it if there
(1:51:43) only has to be one other planet that has life on it and then i win and you lose and then more and more science has shown that there's habitable planets out there that yeah everything we've learned so far and we know very little but everything we've learned so far about the planets out there exoplanets uh earth-like planets it seems that it's very likely that there's life out there intelligent life is another topic but uh life well we we as humans you know and even more as americans we have this
(1:52:13) hubris about us that says are it and you go not so much we're not so intelligent um because we are it's just how we learn so you know our main mode of transportation and what people figured out you know years ago was the internal combustion engine which led us to jet engines and and solid rocket fuel what if you're in another planet where you didn't you figured out uh the ability to create a gravity field or you used you know because electromagnetics are becoming bigger and bigger and bigger you know catapults
(1:52:44) on ships were steam powered and the new gerald ford is electromagnetic roller coasters used to use a chain to get you to the top of the hill now they shoot you with electromagnetics and you're going so there's a whole new realm of propulsion that you know sometimes it's our ability to develop the technology to support theory you know we are just now proving you know recently theories that

einstein had where people actually joked about them and now we actually have the technology to prove that gravity can
(1:53:09) bend light you know we have proven that so you look at that when you go well does that mean that you know 70 years ago einstein was wrong or eight years ago einstein was wrong or do you go we just didn't have the ability to look that deep into space to actually find something that we could to actually measure and you know and i've seen and that's just a hundred years and and the kind of things that can happen if you said okay look what we've done in the last 20 years yeah it's crazy all right let me direct because it's
(1:53:33) such an interesting topic from a career perspective from a science perspective you're i mean you've spoke you've been brave in you know telling your story not some dramatic thing but just telling the things you've seen did it encounter uh did it impact your career is that why more people haven't come out like uh you've mentioned uh roswell like how what advice do you give to people to the community to me as a scientist for ways to go forward about this topic and still have a uh you know not being
(1:54:12) put in a bin in society that he's a loon or she's a loon or that person mine is to get away from the little green men just divorce the two little green men and you know and i've talked to lou elizano about this you know and and the group that they're working with which is incredible i mean they've got steve justice who used to run skunk works where they built you know projects now louis and she mentioned was a program director he ran the a-tip program at the pentagon and a-tip was a program that was tasked
(1:54:40) with investigating any kind of uh on ufo's uap so what's funny is the unofficial official report that i joke about yeah the guy who wrote the unofficial official report was actually an original member of atip and the original stuff that atip did was foia exempt and people how do you know that i go because i stood there with the memo in my hand that said these are did literally i watched the dod memo that said it and it was signed so he was one so that's why the that's why i call it the unofficial official
(1:55:09) report it was never it was never releasable because people go oh i put in a foil request and i didn't get that i go well just because you put an effort requesting get it i go because how much how much time do you think that guy is going to spend to get you the information that you requested if you can't find it i actually got called by the navy i had a commander in a navy call me about right before the article came out in the new york times it was this was starting to come back and she had called me because there's
(1:55:33) been there was a foia request for stuff about the nimitz incident and i said do you know of anything she called me she goes do you know of anything else besides the the situation reports that come off the ship you know and you gotta remember when the situation report comes off the ship that's like third hand so we tell someone they tell someone that person has to write it up so there's all kinds of inaccuracies in it but then there's the unofficial official report that's actually pretty well written there's some errors in it but it
(1:55:58) was you know i didn't help write it i just did it and he did a really good job of researching it and figuring out who's who in the zoo and the players um so she called me and said is there anything out there and i said officially out there she said yes i said i don't know

anything i knew of the unofficial official report which is that one but i'm not you know if you don't know about it i'm not going to tell you because that's not my job and nor did i care i mean did in that whole situation you mentioned
(1:56:24) lube i mean did you think about your impact your career like just to get back to the question did do you think others other pilots other thing other people like in roosevelt are thinking about this kind of thing why aren't they talking about this why are people afraid to talk about this well honestly the military and the press there's a distrust i'll just tell you that right now we typically don't like talking to the press because if i talk to you you know especially when i do even the tv shows you know because i've been on a
(1:56:56) couple shows when you look at it you know they come to my house and they film me for two hours yeah and then what you see on the screen is five minutes well and yeah and the other thing with the press let me give you my perspective from autonomous vehicles is the clipping happens yes but also the incompetence let me just call out journals they're not thinking i mean so so here's the thing i've i have a phd and i've taken painfully too many classes from like physics and math and i also have a deep
(1:57:31) curiosity about the world i read a lot that seems to be missing with journalism so you're talking to a person who's not gonna push the story forward in an interesting way not the story but the actual investigation of uh perhaps one of the most amazing things that humans have witnessed in history like you it might have been nothing who knows what you witnessed might have been from a sort of debunking perspective might have been some kind of trick of mine if you and others have hallucinated something it could be some simple explanation
(1:58:05) but possibly it was uh something not of this world and to not do justice to this story from a scientific perspective it seems at best negligence and so yeah that's true for journalists that's true for others we it's just it's human nature yeah if we if we can't if we see something that we can't explain then sometimes if you just yeah maybe it's just me and you let it go away and you don't think about it you know maybe it'll just you know it's it's you ignore it um the other side is
(1:58:42) the inquisitive mind that says well what was that and i wanna i wanna dig more into it you know and if you you you look at it or you're going against the norm um you can get ostracized you know and if you look at you know einstein is the perfect example i mean he started coming up with some of his theories some of the top physicists in the world were like dude you're you're a nut job and he's he's literally proving them but he didn't have you know he proved him in theory but he didn't have the means to actually
(1:59:10) do the experiment to prove his theory there's a great book that i recommend people read called proving einstein right by jim gates that talks about like the hard work that people try to do years after to try to experimentally validate the predictions that einstein made with uh with his theories it's fascinating but yes at the time it's kind of crazy what he's saying yeah if you look at it back at the time don't we we look at it now and go well the guy was a walking genius and he was but if you go back in time when he was
(1:59:44) doing it it was like what are you talking about you know but one of the challenges is your eyewitness one of the challenges is

you're essentially an eyewitness account like we don't have good data we have very limited data of um of the incident that you've experienced so let me kind of dig in let me just ask some questions of uh maybe to see if there's just to paint more and more of the picture one you kind of mentioned so tic tac shape let's break apart two situations one is the video let's look at the actual eye account the
(2:00:22) the eyewitness account that you saw with your own eyes what's the what can you say about the shape of the thing is there interesting aspects outside of the tic tac like is there any appendages is there um some texture to it that no smooth white tic tac no we don't you don't see there's no no wings no visible propulsion no windows no probes that we could see we don't notice like i said we don't see the little things on the bottom of it until we see the video in the tv mode when it's zoomed in
(2:00:58) right before it's shortly you kind of see them zoom in you don't see it typically on the youtube stuff that's out there um but remember we're looking at the original tape so there's not there's basically no degradation but when you saw your eyes there's no kind of appendages no no what about like somebody asked a lot of people asked you questions so i appreciate you spending your time here let me ask some of them uh did you i mean you chased it so we flew close to it relatively speaking was
(2:01:26) there did you feel any wake like any did you feel it in any way in terms of your interaction like aerodynamically no nothing nothing so uh another aspect of it there's an interesting thing you've developed a feel for for objects in the air did you feel like it was surprised by your arrival or did it let me ask a few questions around it so did you did it feel like the thing was surprised did it feel like it wanted to be seen almost to show off its capability did uh and did it what did it feel like relative to if you were doing a
(2:02:12) um an air fight against uh sort of like a i don't know a a foreign jet so one i think it i think it knew we were there when we showed up it's just it's me uh it's kind of like an animal if you've ever been around deer in a field you know the deer will look up and if it sees you and you're on the other side of the field it'll actually go no threat and it'll start eating you know they don't put their tail up because you move closer to the deer then it goes oh it's there and
(2:02:38) i'm going to react or i'm going to move so as we were up high and it's down doing whatever it was doing um you know which i don't know if someone asked what do you think oh maybe it was communicating with something i joked on good morning america maybe it's like talking to the whales kind of like star trek you know and i actually used that clip it was kind of funny but yeah we're a little human-centric we think like it would it show up to talk to us but maybe he's talking to the dolphins maybe
(2:03:05) it was to whatever you know because it was hanging around that white water and i don't know if was there something there was a seamoth we just didn't find it again i don't know but once we started the descent and it actually reoriented its longitudinal axis and it started mirroring us coming up then it was obviously where we were there and it was really coming up just you know you figure i'm at 20 and it's coming up and it ends up getting up to 12.
(2:03:26) uh where i cut across the circle i think it was very aware that we were there because it interacted we call it a two-circle fight

when you're fighting another airplane um but uh you know was it was were we afraid i don't think so i mean and to me it was more curious you know the curiosity overcomes any fear that you would have and i always felt to be honest if i was inside the airplane uh especially as long as much times i'd spent inside the airplane flying and doing stuff i felt totally it was like a safe zone
(2:03:58) i mean i i felt totally comfortable inside the airplane as most part you can't if you're in the airplane and you feel scared it's not the job for you you have to feel that because the airplane is part of you now yes you know i am inside i have the stick i have the throttles i've got my whizzo in the back seat he's running all the displays we are a team we're in the state-of-the-art airplane you know brand new you feel pretty good and then you get something that you know can climb from the surface up and then
(2:04:26) accelerate like it did like it was like no big deal you know for an airplane if if you just put me from a stance let's just say slow flight just get me at 100 knots above the water and for me to you can't just start a climb i'd have to lower the nose i'd have to accelerate and then i'd have to start coming up and this thing just like just did it like it was like no big deal yeah you mentioned that like you kind of your reaction to it was uh it like it's something that you would love to fly almost
(2:04:54) uh so this object just the curiosity you experience is like like what it almost like what the heck is that piece of technology and i want to fly it like what made you feel like it's something that you could fly do you think it's something that a human could fly like in terms of interpreting what you saw as a piece of technology because another perspective on it is it was uh not that the thing under the water was the key thing and what you were seeing is some kind of projection or something that like i don't think it was a projection i
(2:05:33) think it was a real object it was a physical hard object that could be flied oh yeah yeah i think all four of us will say the same thing it wasn't it wasn't this was not because you go okay let's just go on it's a light projection well if we were both sitting next to each other we were looking at it from the exact same angle and all that and i go oh okay there's a in theory you could have that but with an 8 000 foot altitude difference flying you know and they're you know she's probably not directly above me she's
(2:06:00) kind of hanging out watching this whole thing happen you know you're getting two different perspectives from two different altitudes over a clear blue you know if you've ever been at sea and i don't mean like coastal i mean like when you get out at sea the ocean is the bluest it's incredible um you know you got a bright white object over a deep blue ocean you got pretty high contrast and for this thing just to disappear uh it's it's was i'm telling you i would i mean i know we we all have the same
(2:06:31) uh recollection of what happened you know there's some details because it's so long ago but for the most part we know what we saw and we all came back and looked at each other like what the hell was that what if i mean do you think about the thing under the water that's not often talked about if there's something under the water couldn't have been something gigantic like it could be what like do you ever see this big ship that's why as a person so i love like swimming out into the ocean my

(2:06:58) mom's an olympic swimmer so like i love that feeling but i'm also terrified when i swim because the abyss it could anything could be under there i like there's not enough focus on that perhaps because there's no visibility but is it is there anything interesting to say about the possibility there was anything underneath there it could be i mean think about if you're going to hide on this planet where's what's the least explored spot on the planet two-thirds of it's the ocean you there's there's there's literally i
(2:07:30) mean come on the the the the malaysia airplane the triple seven it was a triple seven that crashed you know they turned they didn't go where they're supposed to and they just disappeared and they've been searching for it and they found pieces of it but you would think there's large objects that you know when that thing hit the water depending on how it broke up there's big pieces that would you'd find something they haven't found anything except what floated so to hide something underwater i think
(2:07:53) would be easy so okay let's go a little bit in speculation land but it's the best it's the best we can do which is the basic question of what do you think was it so if you had to put money on it is it uh like advanced human created technology is it alien technology is it an unknown physical phenomena you know like ball lightning for example there's a lot of fascinating things we probably humans don't really understand is it uh like i said some perception cognition that led you uh some kind of hallucination that made you
(2:08:29) to misinterpret the things you were seeing let me put those things on the table or is it misinterpretation of some known physical phenomena like uh like an ice cloud or something like that what do you think it was well it's definitely i don't think it's an ice cloud because ice clouds don't fly around yep and react to you uh do i think it was a light i'd say no because of the aspects and what we looked and watched it do i'd say no what do you mean by light like a light ball you know some type of perception you
(2:08:57) know there's uh their experience like plasma you can do plasma and you go i can see it but it's really not you know it's plasma i don't think so um so you would see distortions i think is it moved maybe not i mean i'm not the theoretical physicist in some you know you know i'm not in mit uh i would say no i mean it looked for from all my experience and and i had quite a bit of it when this happened no i i think it was a it was a hard object it be it was aware that we were there it reacted exactly like if i was another
(2:09:31) airplane and i had to come up and do something exactly what i would do you know it mirrored me it wasn't aggressive you know there's taco it fought behind us and never it was never offensive on us it never did that it just mirrored us so as we're coming out it's just like you know you're you're kind of you know you said you do martial arts you know or wrestling you know you see people out on the the uh when they get into the ring especially with collegiate wrestling because my roommate in college was a
(2:09:56) collegiate wrestler so i de facto became a wrestler because he he beat me up every night yeah we joke i talk to him literally probably three four times a week um but you know you see wrestlers when they get out they kind of you're kind of feeling each other as you walk boxers do the same thing it was doing that same thing it's like what's going on as it comes around as it comes around and then it

was like hey we're going to get here and when i got too close to it you know it decided i'm out of here and
(2:10:20) then it it did something that we've never seen the other question is what if i didn't cut across the circle what if i just kept going around a circle we just keep going but i could have just watched it i mean my one regret out of the whole thing is uh we have a camera in our helmet in the joint helmet there's a little camera but we never use it because it's nauseating to watch because you've ever put a gopro on someone's head where they're looking around like this all the time it'll
(2:10:39) it'll nauseate you so we never turn that on and all you know it's the one thing i didn't do is reach down and hit the switch you know and then we didn't go back and because our tapes didn't have anything because we didn't get it on radar um because i tried to lock it up because i can move the radar with my head but i couldn't it wouldn't lock the radar would lock and so so then the question is and this is unanswerable but let's try did you get some hints at it do you think it's human
(2:11:07) like advanced human created technology that's simply top secret that we're just not aware of or is it not something not of this world so you if you'd asked me in 2004 i just said i don't know if you ask me now so we're coming up on 16 years ago for a technology like that you know and let's assume that it didn't have a conventional propulsion system in it because i don't think it did i would like to think that if we had a technology that would advance mankind leaps and bounds from what we normally
(2:11:45) do then it would start coming out but to hide something like that for 16 years you know and i understand uh you know and i don't speak for the united states government i never will speak for the united states government but i understand how some of that stuff works for classification levels and why we classify stuff you know is it is it detrimental to national defense but there's a point where you have to look and go if we had a technology like this that could literally change the way mankind travels how we get things into
(2:12:12) space our ability to do things you know you talk about you know are we going to go to mars well if you have something that has the ability to go because remember these things were coming down when the cruiser tracked them from above 80 000 feet which is space and they would come down and they would come straight down they'd hang out at like 20 000 feet and then three or four hours later they'd go back up we don't have anything that can come down hang out in once you know and i'm talking hold out in a
(2:12:35) spot well we all know there's winds they're not drifting like a balloon they're just sitting there and then they would go back up and they tracked up to the when i talked to the controller he's like we've seen up to 10 of these things there's other guys and it was raining and all this other let's just say they tracked a groups of these things coming down hanging out and going up so it's not just propulsion and the way it moves it's also fuel it's everything so the whole the
(2:13:01) whole of it indicates of the kind of technology that's uh highly advanced but you don't think in your sense that you actually don't know but you know more than a lot of people in your sense the top secret military technology if you think about skunk works if you

think about like that cannot be more than 15 years ahead i would say for a leap like that and and a perfect example in modern times is the 117.
(2:13:32) because now a lot of the data on the 117 is out like it was developed at this time it flew for this long before it was actually acknowledged by the united states government what's the 117. that's the stealth fighter the original stealth fighter not the b-2 but the stealth fighter so you look at that you know yeah you can i think you can hide things for a while um but i think a technology a leap i mean this is not this is not a hey we developed this and we're kind of pushing the edge of technology this is a giant leap in technology
(2:14:02) you know and the other one is do we have the basis to do that you know because usually when you have a technology like that universities especially the one you're working at mit a lot of the leading edge stuff is coming out of the top tier universities you know so you've got mit you've got caltech you've got stanford georgia tech virginia tech carnegie mellon i'm just naming schools naval post graduate school is another one there's usually indicators there's papers of hey this is where we're going
(2:14:31) i don't think there's a whole bunch of papers on developing a gravity-based propulsion system that literally i've got an object because how do you how much power would it cost to create a gravity field of your own that could actually be strong enough to counter the giant orb that we live on so by the way you mentioned gravity-based that's kind of like the hypothesizing that people do in terms of uh propulsion like what kind of propulsion would have to uh would have to be involved in order to result in that kind of movement
(2:15:03) to me all the gravity discussions just seems insane uh from a physics perspective but of course uh it would seem insane uh until it's not but because remember we only know what we know yeah and and which is very little and someone has relatively think out of the box to go is this possible at all yeah well okay so this so you're you're saying that if you had to bet money all your money it would be something that's alien technology so it's not human-created technology well i don't like to get into little green men but i
(2:15:40) would say that i don't i don't think people development right i don't think we've developed it i just you know because the other one someone had asked me they said what if there wasn't maybe it was just a drone maybe it was a uav that got sent here from someplace else i mean we've got stuff out there flying around um so i don't i don't know i mean i'd like to sit around and talk to some of the giant brains that think this stuff up i was supposed to be on a podcast with one
(2:16:05) of them uh but such topic which uh you mean the for drones for just uh just space travel technology because if you look at where we're going you know because everyone talks about mars you okay and you know we're hey are we gonna be able to colonize you know and i know elon is big into that you know yeah what do you think about what do you think about elon spacex nasa we put humans back up uh back up there my theory so it's funny because i i know one of the guys that was he was he was one of the original
(2:16:36) employees at spacex he's a friend of mine and i won't say his name but he knows elon yeah he knows elon and uh yeah and he actually worked on the entire falcon one project he's one of the lead

guys on that so he's got some great matter of fact he's there's a movie there's a book coming out that comes out in about a year on this the original the first years of space first six years of spacex you know and he's named in the book you know and they're supposed to make a movie on it so i'm like hey who's gonna
(2:16:58) play it cool um but uh what he's done to me it changed the game and here's why because i said you know in i think it was 62 and eisenhower warned of the industrial defense complex you know which it has become everything he warned us of you know it has become and it's really driven by there's the big three in defense which is really you know northrop lockheed and boeing those are the big those are your biggest raytheon's kind of write like a subset of that but they're raytheon's pretty big too big in u.s
(2:17:31) defense those are the big guys right that's actually where a lot of military guys go when they retire they go to stuff like that so um when you look at that and you go and the way government contracting is working and how we charge and you know why things cost so much and then you go you got elon who's got an ego you know and he doesn't like to do things certain way and i've talked to the guy that worked there on you know because the government likes to have oversight of contracts where he was like no
(2:17:57) just tell me what you want i'll build it i'll give you a bill when it's done and then if i do it for half the price i make a ton of money because he's money-driven guy which i like capitalism at its best and so now you look at the two things so you got the the spacex which is the dragon capsule right and then you've got boeing so elon did what boeing is contracted to do in less time for half the money and oh by the way because he can reuse the boosters because they come back and land and you don't have to like morton
(2:18:27) thigh call we reused them on the space shuttle but they had to take them all apart and do a bunch of stuff because they landed in salt water and then you had to put them all back together where elon gets them down because i was joking with this guy go what do they do they like re rehaul you know overhaul because no actually they clean them up and they can use them again they're reusable systems incredible leap in technology that no one thought of but here's a private company so being able to put people on in the capsule and the
(2:18:49) spacesuits i mean it's literally like sci-fi when you watch when they went up so i'm a huge fan of what he and his company have been able to do because you know the fact that we were paying huge amounts of money to the russian government you know and oh by the way if you didn't know because i have some friends that are astronauts uh they all have to learn russian right they have to and they have to do it's what level five where the test is a phone call yeah where they call you up and they you know because they would go
(2:19:17) so i went to the pinning two two friends of mine the one actually had a mission date the one got one later so it's cool when you're watching your friends doing a space walk you know because i would pull up because if i knew it was going on i'd pull up the nasa thing i was in a meeting one day and i've got nasa on and and makers out there floating around you know doing his stuff and i saw one he's in the space station while they're doing a spacewalk so it's kind of cool when you go oh yeah i know that dude
(2:19:38) he's up there in space floating around um so when you when

you look at what those they're capable of doing and then you go what elon is bringing to the fact that now it's back in america it's actually to me it's it's cost effective for us to be able to do more stuff i think it opens the door to do we go back to the moon is there a reason to go back to the moon personally i think if we're gonna if they're really gonna go you know in years from now go to mars i think that the moon is the stepping
(2:20:08) stone to go back to start proving some of the technology to go hey we can build this we can get on the moon and now we can get back off the moon uh because we did this on a less than a compact computer in the 60s which is the whole reason that i flew because i'm obsessed matter of fact i have the giant lego apollo at home and the lander and i have one that my dad built me in 1969 right after that and neil armstrong is an ohio boy and so am i matter of fact i have a picture of him in a car in wapicanet ohio at the parade
(2:20:39) after he walked on the moon because his parents didn't live far from my aunt uncle in guapa kineta and they were out at the parade so yeah i've been obsessed with this since i was a child do you hope to uh do you think do you hope that you'll go out to the space one day me if i had the opportunity i'd go in a second you know i am not i mean that's one of the hopes of the commercial space flight is that you know uh like people like i mean it would be to us tourism but you certainly wouldn't want
(2:21:10) to in terms of you're now kind of a civilian right i mean in a sense that you're just a normal person you're not a fighter pilot currently but it seems like if we send a civilian up there would be somebody like you in the next like 20 years i'd be you know if elon wants to throw me one of those things i'd be all over i don't know what my wife would say but you know sometimes you gotta you gotta get your kicks while you're alive i'd love to hear that discussion with your wife listen there's the pros
(2:21:34) and cons uh she's she's i mean i've known she's on board high school so she yeah she knows how i am you know most people that know me are like yeah you're pretty much the same person you were in high school you know i was a class clown and i still am that way um so let me ask you this question about so i'm talking to elon again soon i'm curious to get your perspective on it if i wanted to talk to him about tic tac about these weird out there propulsion ideas which are obviously just like you
(2:22:06) said if there's something to it if it can be investigated somehow it would be extremely useful for us to understand in the effort of developing propulsion systems that can get us cheaply to out to space what what should elon think about this stuff what should he do what should people like him i think people need to open their aperture up and stay off of uh take the next step and go you know we are tied to fuels and either solid rocket or liquid you know whatever we do but it's it's a thrust generated where we rapidly expand
(2:22:41) gas to create thrust which is really in layman's terms you know we can get into what but that's what it does um if you have something that you can contain that is a as a fuel source that would last a significant amount of time you know those rocket boosters go and when they're done they're done there's enough to get them back down that's it there's not a huge you know not coming back and go well i still got three quarters of a tank let's hold him on and do it again

his system's
(2:23:08) not doing that um but you know the way the way contracting especially in the government the government has tons of money but you got to remember the government has to justify how they spend our tax dollars for the most part there's times where they can hide money in the budget to get stuff done but then when you look at and i'm just going to throw a few out there but if you look at what amazon you know does with bezos and you've got elon um there's some there's some big money out there yeah i mean you're talking you know
(2:23:38) bezos alone could buy companies like big companies apple is another one these companies had huge huge amounts of money and then just go over to the gates foundation and they've got gazillions and gazillions of dollars we've got universities there's so much money out there if we really wanted to do it aside from what the government wants to do because we do live in a free society i think there's enough to go how do we do this and because when you work outside of what the government would want to do
(2:24:10) so let's let's we're not working on this necessarily for the united states although i am a huge giant i will be american i would never yeah i am an american you're talking to somebody born in the soviet union i can't believe you agreed to this um but but when i you know haven't killed me yet yeah well you're here yeah and you've been here for a while no no i'm joking i'm i'm an american citizen i'm actually pretty much american too when you do that so you look at let's just look at american
(2:24:39) universities yeah so there's some brilliant minds and we'll just use mit because you work down there there's some brilliant minds but there's a huge chunk of those brilliant minds that are not american citizens so if you want to get into government stuff and you are not an american citizen it gets really really really hard but if i take money like bezos money elon money and they let's just say they want to work together they can split it up 50 50 the two of them when the technology gets developed
(2:25:04) but now i'm not constrained by who has to do the work i just want to make sure that i try and keep it in the united states because technology is technology and if it gets developed and gets over to where you know a country gets a hold of it and then just basically uses it for their own because you save them all the research time you don't want to do that but if we can get to the point where we can we do it on the international space station we realized that space was too expensive for one country to do alone so we made
(2:25:30) the international space station and we have a conglomerate it's the one thing that the russians and the us actually work together on think about it that's it we work together on space because we realize it's way too expensive for us to do alone and effective so we've got this thing that's been out there floating around for god now what is it like 20 years that thing's been up there floating around so it's getting old we're gonna have to replace parts and do stuff but if we can pull the money together and
(2:25:55) come up with a something that would literally change mankind and change travel and allow us to actually do a more effective thing of exploring because if you develop that technology i'm not you don't even have to send a man person if you can develop a technology that's so and with our automation and we're progressing in our our computing

power to send something out that's not just floating around when you know that it can react a lot quicker something that could actually go down to the surface and come back up so right now
(2:26:21) everything we get out of mars it goes down there and then it just sends data back it analyzes but i've got a technology that can go up there really quick i'm not worried about man i don't have life support systems and all that but it can go down it can go it can cruise around it can hover above it can take samples and it can actually take martian soil and then bring it back yeah so we can analyze it here that's a game changer it's a complete game changer because it opens up all the planets
(2:26:45) exactly so in the sense the the the tic tac is a symbol so uh whatever you think even from a debunking perspective there's a non-zero probability that it's alien technology and in that sense it serves as a beacon of hope and a reason to like you said widen the aperture and to invest big amounts of money into thinking outside the box like it's almost a hope to say we can do better propulsion we can overcome physics in an order of magnitude better way and it's worthwhile to try i think and i don't think the money
(2:27:28) if you look at the big picture with the amount of money some that's out there floating around these private companies you know i think if you said hey i've got let's just say a hundred million dollars which really a hundred million dollars relative to bezos has got 100 and some billion dollars in the network so if he said hey 100 100 million dollars you drop 100 million dollars and i go and i'm gonna put a you know like the government will send a broad area announcement out that says hey we're looking for this technology or
(2:27:52) a darpa program but what if i just said hey who's to stop bezos and elon from doing that on their own to say hey i want to go pool universities because they have fewer restrictions because it's not tax dollars they don't have the checks and bound they can do whatever they want it's their money oh sorry about that um to go hey i'm going to put this out and i'm going to get the best physicists that are working at cern that are at mit that are at caltech at the schools i mentioned and and oh by the way a few of these guys
(2:28:18) are propulsion experts and i'm going to basically i'm going to fund you guys for 10 years so you get 10 million a year and i'm gonna give your salaries and we're gonna do that or whatever the amount works so let's cut it down to five so we can pay well right to do the research but oh by the way the research is it's not classified but it's controlled so we're not gonna publicly just put this out in journals but if we make a leap that we think would advance because although those let's say there's 10 of
(2:28:44) them those 10 scientists come up with something and they put out a paper there might be another a number 11 at another university that reads that paper and says hey i kind of had this idea and now you can get a thought pool that pushes us in and gets us out of the the mindset because we have a tendency to we evolve the stuff that we create but yeah it's like i was joking because you know i i know a ton of guys with phds and girls and i said but you know how much when a person gets a phd in like engineering
(2:29:12) how much new math is really being done i said there's a handful of people in the world that are really doing i'm talking i'm talking stephen hawkins type brilliance that is going i'm really doing

something that's yeah that's totally different that's a big dramatic thing now going on in physics that everyone is just everybody's conversed towards this local minima or local maximum however you think about it and it's it's again same as with the tic-tac thinking outside the box is not
(2:29:41) is uh not accepted and it probably should be but it's hard because if you go back go back to einstein back to the original he was the he was out of the box yeah he did not think that the true jesus had he not thought out of the box and came up with some of his theories where would we be okay we're jumping around a little bit so we talked a little bit about elon and mars and space but let's uh let me jump back to a few questions that folks had i have to kind of bring up some debunking stuff because i think
(2:30:15) not the actual idea not the actual facts of the debunking but the nature of the true believers versus the debunkers hurts my heart a little bit because people are just talking past each other but let me kind of bring it up uh mick west i've just recently started to pay attention just in preparing to talk to you about this world and mick west is one of the better known people who kind of makes a a career out of trying to debunk sort of he's a his natural approach to all situations is that of a skeptic i think it's it's very
(2:30:51) useful and powerful especially for me coming from a scientific perspective to take the approach he does it's valuable and i think no matter what i think there's i hope that people quote unquote true believers are a little bit more open minded to the work of mick west i think it's quite useful and brilliant work so let me ask uh here's a bunch of videos a bunch of ideas where he kind of suggests possible other explanations of the things that were out there he has some explanations of the things that you've seen
(2:31:25) in it with the tic tac like with your own eyes like he says that uh it's possible that you miscalculated the size and the distance of the thing and so on when you were flying around i don't fight that as uh i mean maybe you can comment on that let me do it right now sure so because that comes up like how how did you know it was about 40 feet long i go okay so 16 years flying against other airplanes know what stuff looks like you know i've looked down on things so if i know i know here's the known things i know when
(2:31:57) we saw the tic tac i was at twenty thousand feet fish right around there so when i look down i know what a hornet looks like looking down on him because i've done it for all those years i mean i got a good idea so that's that's why i said 40 feet because it's about hornet size so and as i go around you know you get to the point where you have to be able to judge distance when we fly out of experience and you can tell if something small or big you know so i would argue the fact of you know peer experience there's you
(2:32:28) know professional observers which is what we're actually trained to do um and having done it for so long no it was and everyone came back with the same thing they're like yeah i was about size of hornet from a human factors perspective how often in your experience of those 16 years do you find that eyes what you see is the incorrect state of things so like how often do you make mistakes with vision you actually you make vision issues a lot because you're and the sad part is your brain believes what your
(2:33:03) eyes see we are actually trained to do the opposite of that

especially when you instrument fly because your brain and eyes can tell you one thing but you got to trust your instruments let's let's go back to landing at night so your you're right i eyes that the runway and your brain assumes that the runway is fixed but you know that the runway is moving so if i try and do stuff visually i would you die every time not every time but you die close to every time trying to land on a boat so we actually use instruments which are
(2:33:36) counter to your brain so and there's actually all kinds of things that we go through in training they have this thing i think they still use it it's called the msd multi-spatial disorientation device or the spin and puke uh it looks like a giant carousel and you're in these little modules and when you get out you think the thing goes really fast and they can you can make yourself think that i'm descending or climbing but you're actually only going around in circles at a very slow rate as fast as a human can
(2:34:04) talk but as they spin you around in a little sub thing and slow it down and speed it up your body does this and you you know and then by visuals of showing you like they can spin it sideways to the outside wall but they can show like lines that are they can make the line stand still because they're moving the same velocity they're moving the other way and you'll think you're screaming you see it in amusement parks all the time um you you do all that because it gives you a sense of the a but you're really not doing you're
(2:34:28) sitting there so we get trained on all that stuff so if you if you want to look at it and go well you're you're disoriented or this side bill i'd argue going no i'm not because you know when i'm flying the airplane even as i'm looking at the tic tac i've got a heads-up display that tells me what my airplane's doing so i've got i know what i'm doing i can look outside i've got a sense of what i'm doing but i'm also looking inside to cross check of what i'm seeing is in reality
(2:34:50) what i'm doing you actually your brain gotten good at combining almost adding extra sensory information you have to you have like supervision so you're combining what you're seeing and adjusting what the sensors what you're calling the instruments you're giving you and that that in turn is a loop that adjusts the perception system that like that that adjusts your brain's interpretation of what you're saying yeah you'd be amazed at how good so here's here's another example so if we go out
(2:35:17) over the water so there's no land in sight and we're gonna fight so when we fight you know two airplanes we're in a dog fight as an instructor and i was for all most of my time you have to come back and you have to recreate it so we call it drawing arrows so um you have to recreate that stuff so you get pretty good at going you know like i would take off and say all right we're starting heading due east uh and i know where the sun is at because in the short couple minutes we're going to fight the sun's really
(2:35:48) not going to move much it's going to be an irrelevance so now i know that the sun is at you know let's just say 195 degrees right so i'm starting going east and it's actually be down off my right hand side so now i know as i'm fighting because in the water you don't have any reference like oh i passed land i passed like no you don't and you can't use clouds because clouds do move but you got to come back because you go here's where i started and then you when as

soon as you end you go all right i ended heading
(2:36:13) 355. and then you recreate the turns and the amount of turns and use the sun relative so you can create this entire battle that went on with arrows so you can come back and debrief the guy that you were teaching on exactly what happened and you get really really good at that so when you come up and go well dave how do you know you were at six o'clock and he went around and he came up here i go because i'm trained to do all that and i take all the notes while i'm flying you can do it and but usually it's you memorize it all
(2:36:41) and you get done and then you re you as soon as you're done you knock it off you look at the other airplane you get set and you start writing all your notes down yeah and you're writing it really fast on your card you go out the stack of cards and you stick a new one on your knee board card so you're ready to go and here's the next setup um it's kind of it's in some way similar to what uh like at the at the highest level chess players do i mean you're i mean they they they recap the games but the
(2:37:09) the richness of the representation that they use and remembering like how the games evolved it's not like it's much richer than the actual moves it's like these a bunch of patterns that are hard to put into words like like all the richness of thinking they have about the way the game evolved it's more like instinctual from years and years of experience so they try to put it into words but they really can't it's it's just not i understand that it's because for us if we don't come back with anything then
(2:37:42) there's no learning to be had right because the whole thing is the debrief when we get back and we talk about that's really where the learning is um and it's the same thing if you want to go back to chess you know when you start off you try and learn because you're remembering what you're doing if you play against someone i'm always a big place play with someone better than you that's how you learn if you're constantly beating people you're not learning anything you're just learning that
(2:38:02) they're not good and you're better when you when you challenge yourself against someone that is going to is better than you you learn so i learned how to fight an airplane with he's actually one of my best friends uh we'll call him tom i won't give his call sign because i don't know he wasn't so tom took me out and taught me how to fight uh because tom had just left hopkins he was the the training officer top gun which so that's the guy yeah the training officer is the main guy at top gun
(2:38:31) so tom was a training officer top gun so tom when i learned because i come out of a6 and we really don't fight because it was a bomber so i get in f-18s and i want to learn how to fight because it's a whole other side of the mission it's the f and f fighter attack the f a-18 is fighter attack so i had to learn how to fight so now i got one of the best fighter pilots in the world who's going to teach me how to do it and he did and i would do something and then he would go i'd get to a situation where i had never
(2:38:56) been and then i would go well i'm gonna do this and then he would destroy me and he would come back and go here's why you don't do that and then i would take that knowledge and i would put it in my little basket of tricks and over time because you know no one walks out into that world i don't care how gifted of an aviator and go i i

am the man yeah or the woman i am it yeah no it's a learning process and so over all those years you've gotten good so i mean so what are the chances that your eyes
(2:39:26) betrayed you when you saw the tic-tac low zero well i mean i'm not zero so okay yeah i am 99.9 so 0.1 my eyes deceive me but remember if it deceived me it had to deceive the other four people so the percentage is even lower yeah look up well i i don't find that the particular debunking case that you saw but i'm glad you put it you um you said those words out loud so for me from my perspective uh coming into this world and looking at it i'm a little bit more skeptical uh so your eye account i think is the most fascinating story
(2:40:06) and that uh i think uh that's inspiring to me and should be inspiring to a lot of scientists out there on so many levels just like we said on the engineering level that maybe there's propulsion systems we can actually build that can do some crazy amazing stuff so it's a at the very least intriguing and at the best inspiring i just want to say that but on the video side it's like it's uh the videos for the fleur video the go fast and then the gimbal video they are only interesting to me to me in the context of your story like
(2:40:54) without that they're kind of low resolution it's like it it's easier to build a debunking story to be skeptical so this is just where i'm coming from maybe you can convince me otherwise but so to bring up mick west one more time he looks at the flair video and he says that one of the most amazing video uh parts of the flare video for people who haven't seen it is at the end of it uh the the the tic tac flies or appears to fly very quickly to the left off the screen off the screen and what may quest says
(2:41:33) is uh that it you know mcquest probably others that the way to explain that is the tracking system like we said this vision based tracking simply loses the like the object the tracking loses it and so it simply allows the object to uh float off screen because it's no longer tracking it so i find that at least a plausible explanation of that video looking at your face you do not so can you maybe comment to that uh to that debunking uh sure aspect so um it's funny how people can extrapolate stuff who've never operated
(2:42:18) the system no for sure and that's like me going because i'm a big formula one fan you know that's like me going oh my god louis what were you doing you could have done this with the car and you need to won the race right you know and lewis hamilton right now is you know defending world champion two time he's four time four five-time world champion but um that would be pretty stupid to me to try and tell lewis hamilton how to drive a car yeah um or a matter of fact anyone driving a formula one car so i i
(2:42:44) can't tell you how many times i've watched you gotta remember when we looked at this thing when when chad came back with the video we sat there and watched it i mean i can't tell you how many times i've watched it off the original tapes going all right right all right let's look at this um you know because you can look and see where the you can see where the airplane is going you can see if it's looking left or right and if you actually watch all that stuff it doesn't do that it actually
(2:43:03) when the vehicle starts to move the the bars the tracking gate starts to open up and the people at raytheon could probably add to this because they built the pod the tracking gate will start to

open up and and but the thing when it leaves so fast off the screen the pod can't move fast enough it has gimbal rates on how fast that thing can move around because there's another theory that oh with the pods looking forward when the pod passes underneath the airplane so if i'm looking at you and you pass
(2:43:26) underneath me as does this the ball will actually flip around to kind of finish off and it'll it'll it swaps ends because it has you know it's a gimbal it can't just it's not free-floating um but there's a theory on one of them oh it's here and it flipped over it doesn't do that when it's looking out in front it stays like this so that yet another another debunker who doesn't know this so you know and mick has had several theories on other of some of the other videos like one of them the go fast as a
(2:43:52) bird and jeremy corbell actually did a nice job of saying no it's not because he's on he's on black hot so the white object is actually colder than the ocean um that's flying well birds aren't colder than the ocean they'd be dead so the gimbal video to comment on the amazing aspect of that video is the rotation the apparent rotation of the object that is something that is not possible to do with systems that we know of and make west suggests that uh flare like reflections or whatever can explain now because what
(2:44:32) mick west doesn't see is so when they take because i've talked to the one of them actually i work with so i know him i know i talk to him all the time so uh and it's his best friend actually shot the video one of his best friends for the giveaway video they get moving both of them the go fast and the gimbal were shot by the same person okay so uh and they were in each other's wedding so that's how well they know each other okay so what you don't see is so the airplanes that are flying still
(2:45:01) super hornets but they have the apg-79 which is the new phased array radar that's made by raytheon things incredible okay it doesn't usually if it's if it's out there and it sees it it's real so at first they thought they were ghost tracks when they started seeing stuff and then they actually threw one of the targeting pods out there well the targeting pod there's a heat signature and you go hey dot heat signature something's there it's real it's not you're not picking up
(2:45:22) some extraneous things so what you see in the gimbal video of the thing and it rotates and you go holy look at that thing it's just sitting there and it's in the wind and it's going against the wind why it's doing this you know someone goes oh it's an airplane now if an airplane does this it's eventually going to start to change aspect because it's in a turn this thing doesn't change aspect it just rotates right the other thing that you see when you talk to them is so they're on their
(2:45:44) radar there's an object that they identify as their number one priority or their launch and steering so when they designate that that's where the targeting pods gonna look that's what you get in the gimbal video there's five other i think it's five they're kind of in a v you know like a geese would fly that are out in front of it and they're actually coming they're out in front of it and they actually turn on the radar and go the other way while they're filming the gimbal video
(2:46:10) which it's i know uh ryan has come out and talked about it

but when you see it you go you know if you take it in context because you go oh it's just the video well if you take the video with the radar going no there's actually other things out there because there's at least 60 people that have seen these things on radar off the vacates it was it actually became i called a buddy mike who was running the wing at the time the fighter wing i said what are you guys doing about this he goes well we got to know tam out
(2:46:37) which is a notice to airmen which means there's these objects out there in the warning area so anyone can you can fly a cessna through the warning area it's all the warning area tells you that there's high military traffic and training out here it's probably best not to be here but there's nothing that prohibits you from going in there so these things have the right wherever they're from or whatever they are you know because people are like oh they're balloons well balloons float balloons don't sit in in in 70 knots of
(2:47:02) wind and stay in the same location they don't say they had an airplane because there was two there's the gimbal thing that's a pretty big object there's also they talk about it looks like a cube that's inside of a sphere a translucent sphere what's that transparent how is that and so i've heard they almost hit one it's almost hit hit them so that's another that's one of the biggest another biggest account it's like almost hit a plane uh uh something that appeared to be a
(2:47:26) cube in a translucent sphere what do you make of that again you know what i mean that that's that's the most dangerous you're right the biggest frustration is when you do that you go okay so this thing passed between two airplanes and it was i think it was like 100 feet or something like that of the airplane and almost hit it so they do is they come back and go hey i had a near midair what did you have in your mid-air with this floating beach ball with this cube inside of it and you go huh you know so they send out a no tam again
(2:47:55) and they they do a what's called a hazard report that says hey there's these objects out there we almost hit one yeah and that gets sent off to the naval safety center um [Music] what was done i mean what are you gonna do you can you know catch one go out with a giant net and try and bag one you don't know because they've seen them they've picked them up like hovering on radar and then all of a sudden they're traveling at really high rates of speed so you know what you're gonna do what yeah
(2:48:18) what are you gonna do well and that let me ask this because this is what people kind of think about after you witnessed tic tac and after this these incidents as far as we know uh with the gimbal and the go fast it seems like people in the military did not did not react like what like did not freak out it almost like was a like a mundane event how do you explain that why didn't the people on the ship not the higher-ups why did wasn't there a big freak out or as some people suggest the higher-ups knew about it
(2:48:57) all along and just we're not letting everyone know that there's some kind of secret military uh uh you know it's like like tests almost so let's talk about so let's say you've got this cool new toy which you call it a cool new toy you typically don't take your cool new toy out into an area where the cool new toy could get damaged or what if the airplane would have actually hit your cool new toy and you got two people that are ejecting or dead and you got a you know 80

million airplane that's now
(2:49:24) in the bottom of the atlantic you know tests are normally done in controlled environments just it's like any test a lab test or whatever when you take things out into the real world you know you're still going to test it in an area where something goes wrong so when they started and we'll go back to elon so my friend that worked there they had a rocket go off they were out in kwajalein and when the rocket went up a fuel line ruptured in the rocket and it ran out of fuel before it got all the way up and it came falling back down
(2:49:53) well when you're out on an atoll in the pacific if it's going up above you the worst case is going to land on you so you're worried about where else is it going to land and it actually crashed next to the atoll and you know elon wasn't happy and threw this guy under the bus so um that's a test environment because you don't know what's going to happen so because someone said well when we chased the tic tac well it could have been some secret government thing well secret government things typically just don't
(2:50:18) come out and test to where unknowing pilots we can't control a lot of things you're exactly right so you go you know it's you know it's not the doctor evil scientist that's going to throw out there to get there's control and there's reasons that we do it because a lot of stuff especially when you get to there's there's you build something in theory you model it you go hey this is it looks like it's going to work you get funding you build it you test it some more you bench test it
(2:50:48) you know you like an airplane with digital flight controls before it even leaves the ground they've got things over the pedostatic system that are changing the what the airplane thinks is the airspeed talking to it and it's probably up on jack so the gear up so it doesn't it thinks it's flying it doesn't know it's sitting on jack stands and they're just changing the pressure on the pedostatic system so they can actually make the flight controls move and they can get all the data back to go
(2:51:11) hey it looks like it's going to work and then there's when there's a bunch of stuff that they do that's a control environment which you can do the testing yeah throwing out in the middle of where people are doing exercises is the most preposterous thing that i've heard is it possible yes is it more really is it is it is it more likely it's more likely they're not doing that yeah and the other the other side of that question is why do you think people on the nimitz and in the us government in general not
(2:51:42) freak out more at the incredible thing that you've seen freak out in a positive way freak out in the negative way like what are the russians up to again or or more like what is this like so more turmoil so if you to put a chinese flag on the side of it or a russian flag on the side of it i said yeah it had a big russian flag on the side of it dude then it would have got a lot of attention it would have went high order yeah right if it was you don't have to say russia or try and just say if there was another country's
(2:52:11) emblem on the side of this thing that we saw and said oh it belonged to them then it's a big deal so here's what's going on so we're literally in the middle of workups and it was a joint workup normally they we go out for a month go come back do stuff go out for a month this was a two month at sea period where we actually had to beg

for them to let us when the ship pulled in at thanksgiving so we could run home up to the central valley have thanksgiving with our family and then run back down and do this okay
(2:52:34) so you know and i had just taken over i had the squadron for a month right so i'm a a brand new ceo i'm the most junior guy on the as as far as the commanding officer goes for time in the navy and actually at the time i think it was the most junior ceo for o5 command in the navy right so you go okay so i'm out here i got my squadron i'm running it i see this thing you know we catch for it i have a squadron to run i have the the the tic tac was over here and although an extraordinary event i have 17 air crew and 300 sailors that
(2:53:10) i'm responsible for right their well-being making sure they're fed making sure they're happy they're birthing you know and i'm working with my master chief and i'm working with my exo snap and and we're going through all this stuff i don't have a lot of time to worry about the tic tac yeah if people need to talk to me so you got to remember you got the captain of the ship you got the airwing commander and you got the admiral those are the top three and you got the ceo of the the princeton who is a major command guy
(2:53:40) and that's really your big major command and then everything else is you got all the squadrons with your o5 command and you got the small boys that are out there which is 05 commands so in the hierarchy as far as rank and responsibility of what's going on i'm pretty much in the top 20 with all my peers and then i've got obviously the captain uh and the admiral right and then he's got some post-command guys on his staff that we were friends with i thought you were responsible for a lot of things
(2:54:05) yes oh yeah this schedule yeah there's missions you have to do a lot get the job done and there's no time for silly things that's exactly right so and we're the we're the integration you know when when a battle group deploys especially when you go to the middle east for what we were doing the air power is the key it's we take our airport with us we can park it anywhere we want and we can do what we need to do so we're kind of key players so when you get the theory that oh all these men in
(2:54:33) suits showed up so the captain of the ship never said anything to me the admiral never saying to and the people on his staff that i was friends with never saying to me the other ceos that i talk to on a daily basis never said anything to me and no one ever came and talked to me and i'm the guy that chased it so in all the theories and all the debunkers and all the stories because i don't know if people think they're gonna get rich on this because i made a big donut on this i can tell you what i got paid for i got
(2:54:53) paid to go out and spend 21 hours of my day going to la and do a five-minute talk for someone and i'm like and it wasn't for the talk because i'll talk for free because you're not paying me i said i said and then i got paid to go to the mcminnville fest because they that my wife and i got to go because it was just look like fun because the whole town gets involved yeah and it's the only time i've ever spoken publicly in front of a large audience about this because it was just you know it was fun and i got asked and
(2:55:17) jeremy and george napping went the year before so i went with with bob lazar so i got to hang out with bob and his wife and his wife and my wife and you know we all hung out kind of you know talking

not about ufo stuff but just getting to know each other as people because you know bob's like me the stuff that he talks about is not the center of his life if anything it ruined his life you know he's just a really really smart guy that's just like the rest of us trying to get through life yeah that's
(2:55:44) nevertheless i mean that was one of the sad things reading um uh louis lozando's uh resignation note from his uh uh he was the program director at the uh atip program like you like yeah one of the sad things is that he's mentioned that you know people in government just don't take this seriously as a threat like ufos as a threat like you said if it doesn't have a russian label on it it's a it's a sad thing to think about that that we have such a busy schedule that the anomaly it doesn't is a distraction that we
(2:56:24) don't want to deal with and it kind of just fades into history like literally it's kind of sad to think that if aliens showed up like and uh it just didn't it because they're not like when aliens show up they're not going to be a thing that's on the schedule and if they don't start killing people they just kind of show up in some very uh nonchalant peaceful way briefly people would be like that's that that's uh i don't have time for this that's so sad it's like anywhere in the
(2:57:05) world so you know go back let's go back way back way back in the time machine you know there were people kind of scattered around the globe you know in europe's a perfect example why does france speak french and then right next to them spanish you know spain speaks spanish and then you kind of jump over and germans or german and the polish people everyone speaks a different language because if you look at the way the terrain kind of subdivide the original people that were there you know thousands of years ago they they speak
(2:57:36) differently right you'd be like the us but see the us is different we all speak english because what happened we came over and we started on the east coast and we migrated west we won't get into the you know what happened and you know because the native americans all spoke different languages yeah you know it's that same type of thing so but anytime we have a tendency to show up you're you're actually you think about you're an alien if i go to a different area if i just you know go back 500 years where you
(2:58:02) know or a thousand years where travel we weren't traveling across oceans at the time we were well we don't think we were the vikings probably were um because we had limited you know we had to have supplies and the boats weren't as big we had to build them by hand we didn't have power tools and all that stuff so you know if you show up someplace like when the conquistadors from spain came over into south america and you've got you know the natives you're actually an alien you know and then you look at what
(2:58:26) typically happens when aliens show up in in a human alien world you know and when i say alien i mean you are not from that area the other we we take what we want and that's what happened i mean we literally defuncted civilizations because that's how we are you know humans are we're an interesting group so you go now what what if something is from someplace else just let's just let's just go off the grid and go ah let's say there are little green men yeah what are their intents lou asked me
(2:58:59) this when we were talking to louis alazanda and he said what

do you think they were here for us i don't know he goes what i go hello they were observing they'd come down they'd hang out and he goes what if they were prepping the battlefield what if they were observing to figure out what we do and you go that's interesting the other theory is maybe there's a more advanced civilization out here and they just check in on us because the threat to an advanced civilization is when a civilization that's inferior to them
(2:59:23) actually develops enough and fast enough to become equal or above because now these they become the threatened type so you watch us grow until we start getting too much you know it's kind of like you go well because they always have a tendency to hang out around nuclear right and you go well you know they're if this is an advanced civilization i'm going to go science fiction kind of comical they come down and watch us and go look at the the the crazy upright monkeys now have developed the atom bomb let's hope they
(2:59:47) don't destroy themselves yeah if i was an alien civilization i would start paying attention with the atom bomb that's why i mean there's certainly an uptick of uh what is it ufo sightings since since the nuclear since the nuclear era yeah that's you go hmm um let me ask a little bit out there question maybe speculation but maybe touching on roswell do you think it's possible that there is out of this world aircraft or beings that are in the possession of one of the governments on this earth like the us government is it possible so
(3:00:35) the one perspective of that if it's possible is it possible to keep a secret like that i would say this i think it's very it's highly possible because if you go if you just look at all the sightings and let's go just look at project blue book oh it was what forget how many thousands of sightings and there's a percentage it's like 10 or 15 percent they still can't explain like our tic tac is one of them you know they basically the government has come out and said we don't know what that was
(3:01:00) okay so so if you go okay of that 15 that we don't know and of these thousands there's still that 15 makes up a pretty big number what are the chances that not one of them crashed somewhere on the globe and was recovered and i don't care if it's a intact system or you got pieces of it of a metal that we can't explain or some some um biological matter to say the least it could be intact or it couldn't but the the odds of that now are starting to go down that you know that could never happen and i'm
(3:01:33) not talking just the united states i'm talking the world globally so is there a chance that a foreign government actually possesses or our government or someone in the in the world on the globe of the seven plus billion people has something that is not from this world and i'm not talking to meteor but something that was manufactured in some way that allowed transport or observation it could be a drone could be a foreign drone you know like voyager flies around and does all that stuff and we got stuff that just went past pluto
(3:02:01) that's out in the kuiper belt you know there's there's stuff out there floating around and what about ours it's going to crash into jupiter eventually or whatever because we've had stuff crashing the planets so if that's the case you would think something is out there that we have something that we can't explain and according to lou there's stuff that we can't explain you know and i would assume that

lou who ran atip has has seen stuff that he can't openly talk about because you know because i had a
(3:02:27) clearance when you have a clearance you were you sign your name you're bound to that and to me that's an important oath that you hold to you know this is kind of where uh you know people have issues with bob so if you know and i leave it to you to determine if you believe bob or not i'll tell you bob is a straightforward very sane normal super smart guy yeah yes there is the other side that says well should he have come out and talked you know to those who will clearance who you know are true to the government you
(3:02:57) would say he should have never spoke he he was under an oath to not say anything but he did if you asked bob why did you say something his the his answer was i understand there's an oath but i felt that the technology could benefit all of mankind and it shouldn't be locked away and i'll leave if you believe bob that's that's kind of what bob says and that that's such a interesting key point if there is aircraft a technology that's in the possession of the say the us government should they make
(3:03:29) that publicly known this is the snowden question this is the question of like do we release stuff that can potentially change the nature of human civilization like the the way we the way we think about our place in the world also the if that technology is potentially useful for military applications the nature of military conflict should we release that information or not if you were the government so here well here's exactly how so for for classified information the government is the people that classify it so i can't go i can't look at something
(3:04:08) and go oh my god this avion bottle is now top secret i can't i don't have the authority the ability or anyone to do that that's the guard that's up to the government i agree with that because i worked for the government for 24 years of my life so um i understand that but now you go there's reason stuff is classified okay and it has to do with uh sometimes information is classified by how it was obtained it's just like the mob if i have a spy i'm a mobster and you're the counter
(3:04:36) mobster but i have a guy on the inside that's feeding me information i can't do it and a perfect example is if you've ever seen the uh it's the tom cruise movie what is it air america or whatever but he he plays the guy in louisiana who was hauling drugs for pablo escobar and he ended up getting a cargo plane and the government the cia was kind of funding him to do stuff that's how he got hooked up with pablo but they put cameras on his airplane and when reagan had come out and said here's
(3:05:00) pictures we have proof that they're running these drugs it didn't take pablo long to figure out those pictures were taken from inside of the plane of this guy he had been working with and that guy ends up dead does that make sense yeah so you classify to protect the source you classify to protect the technology because if the technology would get out it could be grave damage or there's levels depending on if it's a secret or top secret there are levels of damage that can be done to the u.s government and our
(3:05:25) well-being as a country and we owe it to this because we're all americans you know to me no matter what some people will say even in this country this is the greatest country on the planet this is the

only country that you have the ability to do what you want to do it's just don't be lazy and i have stories of people that came over here and started with nothing and they're they're living the american dream and they'll tell you and they didn't get it because of you know like you you came over here from russia you get
(3:05:54) no minority status or anything else you get you're a white anglo-saxon protestant whatever you're religious yeah but you come over here i kind of knew that from the last time but um but you come over here you basically have made yourself you're educated you're working at literally the top research university in the world to be honest um i can do whatever the hell i can create and with a bit of with a lot of hard work i can do quite and no one gave it to you yeah so i mean i'm a believer that like i mean
(3:06:30) we are uh a community so like there is a social aspect to it but the freedom and the american dream is a real thing and that this is this i you know i joke about being russian but i i'm an american and this is i do believe the greatest country on earth so there's a reason the nationalist pride uh the pride in your nation is a powerful thing and around that this secrecy holds value but to me alien technology is bigger than that i mean it's it's not so much a threat as a you're holding back something that could
(3:07:12) inspire the world like human knowledge so let's talk in theory so i'm gonna go back to bob because i've talked about so bob is a propulsion guy right right bob has a bicycle with a rocket motor he built the rocket car you know so he did that so if you are trying to figure out a propulsion system let's just say this is i'm just talking this is dave's theory i am i own i have i have custody of this thing from a technology that i don't understand and i know it's a propulsion system so
(3:07:47) now i gotta figure it out right so who are you gonna go to right you go find someone so you go wait here's a guy who at the time was working at los alamos which they have proven who is big into propulsion he designs all this he builds a in his garage hey he's super smart why don't we bring him in so you hire him on a contract and you go hey we're going to brief you into a program and he goes and works on wherever he says he worked you know that's not important but you get access to the technology to try and figure it
(3:08:15) out and then you go well you know bob comes out and says you know i we're figuring out these things but there's a part where our technology isn't advanced enough for us to figure the whole thing out so then you know and let's just say bob doesn't come out and tell anyone he he works on it until he gets to the point where he's stagnated he he said he's in a wall you go i can't do it so sometimes the best thing is to bring in a fresh mind so you go find someone else who's in a propulsion you
(3:08:39) bring them and they work they can't figure it out or they get to the point where kind of back to the einstein theory where hey i've got all these theories on how it works but we don't have the technology we haven't advanced enough to actually do what we need to do we still have to advance technology more so then what do you do you shelve it you go hey good project's over and the contract you shelf it and you wait another 10 years and you wait another 10 years until technology and our abilities and our
(3:09:02) our research advances more and then you go find new people

to bring in that are experts in that field go hey we want you to work on this thing and here's what we know about it so far or you don't tell them anything because because remember if you if you reveal someone else's research you can taint their beliefs they'll start to sway in that direction so you go i'm not going to tell you anything i'm going to give you this thing and now you tell me what you think and as they progress if they get stuck
(3:09:25) on a problem that maybe bob and someone else solved earlier you can go hey what about this you don't have to tell where it came from what about this and now they can leapfrog and they get another two steps closer to the final answer and then we get stuck by our evolution of technology do you shelve it again do you think that's the right way to do it because it's heartbreaking i don't listen i love government but we just had this discussion about elon and so on the the alternative approach is to
(3:09:53) release this to the world and say there's a mystery here and then the elons of the world the jeff bezos who talked about money but it's also not just money it's like this engine that's within we talked about the american dream to say i'm gonna be the one that cracks this mystery open and like that's within a lot of us and like money aside people in their garage just will but you're thinking like a scientist now let me now let's shift to let me think like a country so we have country
(3:10:23) a b and c and you can look at the nuclear arms race so we know that germany was really close we know that russia was getting pretty close we just won the race and we were the first ones with it yeah and still to the state germany could have won they could have won they could have won but someone was smart enough to not finish the equation when they knew they had the answer it's literally what it comes down to someone was smart enough to realize that that that got into the hands of the nazis that it would be the end
(3:10:51) and and that's that's a tough call to do that knowing that you have the answer and you can't solve the problem because it will go into the wrong hand and that's kind of the fear when you look at this you go okay so if we do this if we put it out there we've got this technology if we don't work on it kind of international space station like we're all going to work on it together in uh you know like antarctica is really supposed to be treaty free from any weapons or anything we're supposed to we got the
(3:11:17) international thing down there we're all going to work together if you did it in a in the confines of that and you could control the flow in and out uh because what you don't want is the someone stealing information and getting it back to where and countries are notorious to do this hey we're doing internationally but we're secretly doing it ourselves to see who can come up with a solution first that's the problem because we have this inherent thing of power and technology like that is power
(3:11:41) it would literally change the game of the way the world operates and from not just a transportation or mankind but from a military aspect it's got huge huge uh yeah yeah i guess so beautifully beautifully presented and there's i feel like there's a tension between those two places the scientists view the world and the national security view of the world let me let me get to this kind of interesting point which is a lot of conspiracy theorists kind of paint

a picture of government as an exceptionally
(3:12:16) as a hierarchical system that's exceptionally competent and good at hiding secrets and then i mean i tend to not subscribe to almost any conspiracy theory to the degree at least that the conspiracy theorists do uh i agree with you but the there does seem to be and i tend to think of government as unfortunately uh incompetent at least the bureaucracy it seems that the communication like the three videos that were released and just the way of dod in general talks about the things we've been talking about it's just confused it's contradictory
(3:12:56) it's not inspiring it's it's uh suspicious it's just not even the way they release the videos you know the tic tac if presented correctly could just inspire a generation of scientists it's like at the you know us going to the moon and it's inspiring i mean it's incredible like you know and and the way it was released was suspicious it was like low resolution video on a crappy website like with some crappy documents and uh i mean why what i don't know how to ask this question but
(3:13:32) can government do better why are they doing it this way in terms of communicating the things they do know to the public because i don't think they know how especially in this topic it's been hidden for so many years and i don't think uh because i don't buy off on the conspiracy stuff i just think that you know when it comes in like i said you know the government has a right to classify stuff they they classify everything because they don't know you have something you don't know what it is you don't know so
(3:13:58) we just go well it must be must be top secret and let's put it in a vault you know it's kind of like the indiana jones where they take the ark and they put it in the it's in the giant army warehouse um you know we don't even know what we have so but i also believe that you know and i'll say this openly i don't think that the american people need to know everything i think there's a reason that stuff is classified for the protection of this country and i totally believe in that so you
(3:14:25) know and i was joking with joe when he was talking about storm area 51 stuff i'm like yeah that's probably the worst idea you could possibly have is to just storm a military installation it's just stupid there are reasons there are reasons that we have things that we don't just let out to the public because if we do as soon as you do let someone know that you have something they immediately try and encounter it a perfect example the u.
(3:14:53) s and the 60s developed a bomber it was a mach 3 compression lift bomber called the xb70 okay there was three of them built three of them ever built it was a like 60 thousand foot high you know mach 3 it was an incredible airplane when you see it there's actually the last one remaining is in dayton ohio at the museum you know it would go that wingtips would fall down it looks like a concord but it's way faster when that got out that we were developing it the soviet union developed the mig-25 literally a high-altitude interceptor to counter that bomber
(3:15:25) and they built an entire fleet of mig-25s right we built three xb70s and we scrapped the program right because now you go well it's the technology is cool we proved it but now it becomes obsolete so it's not even worth building a whole fleet of these things you know

it's constant it's a chess game we do something they do something we do something they do something and it's we do something and then they counter it they gotta it's you gotta figure out how to defeat it so you go oh we'll build something so
(3:15:54) the more we keep uh quiet especially from a defense standpoint the better we actually at person i think we talk too much and i think the the military and the dod is starting to see that you know we're too open you know you know you announce hey we're building this because there's a budget line and we live in a free society um but you don't have to release all the specs and you don't have to put everything in open source but that's a problem when we go to the universities if we want to go do
(3:16:22) work with mit and you want to partner with mit and you're a defense company and you want to partner you know you guys have a rule that if you create it then it can be open source because the university owns it and we are an institution of learning yeah where the defense side might go we don't we don't really want that published in a paper in scientific america or i thought i talked to the cto of lockheed kaoko jackson and just just conquers the some of the best if not the best engineering and science but engineering
(3:16:51) really ever is done in secrecy and it sucks because it's so inspiring and they can't talk about it it is but some of it's due to funding the us government has deep pockets you know some of this new technology that you develop for an open source unless this goes back to the original conversation we now there's enough money in the private sector that individuals control yeah bezos i'm not talking amazon i'm talking jeff bezos a single individual worth over a hundred billion dollars he has the ability to do stuff i'll tell
(3:17:26) you what the gates foundation with between bill gates and and and his his wife and warren buffett and some of the other money because i think uh bezos's ex-wife actually donated a huge chunk of her half into the gates foundation so i mean what's the gates foundation worth these days you know if and these are guys you know brilliant brilliant i mean some of the greatest minds that we have to go you know what are they doing because they have the ability it's a non-profit they can go hey i want to fund this i want to fund this
(3:17:53) research they can look beyond the conflict between nations you can look beyond the conflict of having to have you know classification you can do what you want you know it's just like you know we we classify how to do uh you know the whole nuclear do you know how to create a critical mass right but there's really smart high school kids that have figured out mathematically and they do their science project and then the government comes in and says hey we got to classify your government because we just don't want
(3:18:18) this out in the public domain which i understand but they never stop them from free thought and developing that it's just we really don't want this out there okay so i understand that i totally understand that but if they you know if if bill and melinda want to do this and go hey we want to do this and they're going to work with bezos and they're going to work with elon and we're going to be think about it there's a significant amount of money that could be available to r d and i'm not talking just science
(3:18:42) like this i'm talking medical research and all this but then you go who gets it because now you're competing against the companies

that actually do it you go is that well are they the greatest minds i'd say you know that we have a tendency to go these are the best that we have and i'd say well no that's the best that we know we have but there's probably people out there that don't want to work there's brilliant minds that don't want to do anything with defense because they just disagree with what it
(3:19:07) does so they go to another path they can do something else and that in a sense like the elons of the world that jeff bezos actually in a certain sense much better than uh dod at finding the brilliant weird minds out there because they're not tied to the government so when you work a government contract the government writes they tell you what they want and then they work with you on the requirements and they usually have a an end in mean you know they have an idea that this is what i want it to be where if you go to like spacex
(3:19:41) where you know they come up with why don't we just land these things on a pad and reuse them yeah well if the government scientists if you're on a government contract says no that's not the requirements we're not paying for that we want you to do this you're kind of controlled or when elon does it his company they can do whatever the hell they want to do because they have no bounds the only bounds they have is the liability if it doesn't work and it lands on something so what do you do you
(3:20:03) go out to kwajalein and you test it and if it crashes and it lands in the ocean hey we clean it up no big deal we lost some money but we'll move on it's you know money makes the world go round contrary to what everyone thinks but you know there's a lot of money that's sitting around that you can do a lot of really cool stuff with and i don't know i mean i'll guarantee that uh what is it blue origin isn't that amazon yeah you know that they're doing some cool stuff because they have
(3:20:26) funny and i joke with the guy i know that worked at spacex and he was funny because they were building the first test thing and they they were limited and elon found this like 400 acre thing i think it's about 400 acres down by waco texas and he's like i go how he goes he goes dude i worked he goes i worked with he goes because he's done government contract he goes there's government contract and then there's working at spacex with elon money and that's what he refers to it as his elon
(3:20:53) money where it was like don't i'll throw them and he would throw the money at it and make it happen and it's i'm talking this fast yeah i mean he talks about he has a great story about this i mean this is elon this is how fast you can do in the private sector vice the government where there's the bureaucracy is they had a company that was a basically a tool-and-die machine shop that did a lot of their high precision parts for the rockets they had went to the guy but he had contracts with other
(3:21:18) companies and when the economy was down the guy was actually looking at going out of business so the guy i know he's telling me the story he he was talking to the guy he had to go over there and get something and he's like holy he goes hang on so he calls up on the phone spacex he says hey is elon there can you get him in the board room we'll be there in 20 minutes so he grabs this guy who's literally to fold his company they go over to spacex and i may be getting some

of this wrong if people are
(3:21:42) going to fact check me but this is pretty close they go in the board room and and he said literally within like you know an hour or two elon has bought the guy's company that guy is now a senior vp running the his company and they're going to pull all the stuff into the spacex thing so they can actually build the parts and they can still contract out to make the money outside and it happened like that fast it's not just money it's because i've seen i witnessed it too with elon i think it's uh
(3:22:12) whatever the whatever the forces of capitalism that that uh allow a person like elon musk to rise to the top but like because i've also worked for darpa like for research for in terms of a source of funding i i there's a weight of bureaucracy when i was working like being funded by darpa and with elon like i was literally in the presence of like anything is possible cutting across all the of paperwork of the way things were done in the past of the bureaucracy the rules the constraints the all of that stuff just you can cut
(3:22:47) across immediately how much money and time do you waste dealing with your bureaucracy when you could actually be doing real work that's the difference this is why i honestly when i went back to the industrial defense complex that we were warned about when you look at it and go spacex can do something for half the price ahead of schedule that would boeing were paying boeing and you go oh well this just came out you go well then why are we even dealing with this side when we can deal with this side yeah because you've got a fully automated
(3:23:15) capsule that has a manual mode that they got to fly around in it worked like a champ it went up it hung out it came back it splashed down it worked perfectly you know we're gonna dust it off and oh by the way unlike the apollo capsules that were used and then put to museums they're going to reuse that dragon capsule it came down they're going to dust it off put a new coat of paint on it slap it on top of another rocket and away it goes holy cow it's amazing it's a shift it's a complete shift in mentality and for us
(3:23:44) as taxpayers we can explore at half the cost yeah it's exciting especially given putting the tic tac in context like then the sky or but it's limitless the possibilities we could do with this kind of mechanism i think it's exciting yeah i think we live in an exciting time right now besides everything that's messed up in the world right now well this is a this is a hopeful like there's so much conflict going on so much tension uh that's to me space exploration at the moment is a reason to uh get up in the morning
(3:24:13) and have a hope for the future to look up to the sky and we're humans we can like solve so many we can solve all this i was talking about when i was doing the tucker thing and i said uh this would be great you know because when the government had come out you know a month ago and said hey this does exist we're doing this and we're going to release more stuff and i was texting like lou and chris mellon and those guys before i went on because they had called me up to be on tucker's show and i'm
(3:24:40) like hey i go you know this would be great you know just come out with this find the the relic of a spaceship like pull out the roswell wreckage if you have it pull out the roswell wreckage and do it god it would be so nice to not have to deal with the the riots in

the cities and i mean i know it's an election year and all that but god it would be something it would be refreshing to not have to turn on my tv and see everything that is just depressing in the world to begin holy cow we actually do have this and we're
(3:25:08) working on this technology imagine if there is a roswell aircraft and they pull it out imagine the innovation that happens in the next 10 to 20 years without any more information than that just the innovation that happens the look on elon musk's face look on jeff bezos's face and all the brilliant engineers we changed the game it would change it would change the game completely let me ask the big question i apologize for the absurd romantic nature of it uh outside i mean one of the things the fact that you've
(3:25:37) laid your eyes on a ufo probably opened your eyes to the possibility that some of the other sightings there there could be other sightings that have legitimacy to them what to use the outside of your own sighting is the most interesting citing or ufo related event in history i think there's several what is it ramishine forest in england uh the u.
(3:26:08) s guys that saw stuff and actually got radiation burns one guy was medically disabled but they weren't going to give it and he had help from jimmy car john mccain his office helped get the guys uh disability re-established i think that's a big one uh i think there's people out there that have seen stuff and i'm talking credible uh because there's you gotta remember there's a huge chunk of these sightings that get disproven they're they're actually explainable yeah uh you know you had sent me the question the the phoenix lights i think there's
(3:26:40) what's that so i'm sorry i'm not familiar with some of these the the i'm not either it's you want a funny story on that so i was at a i was at a conference and hopefully he doesn't watch us to get offended but we had this uh this it was i call it speed dating so there's a table there's about eight people at a table and we would go sit at the table and they could ask us questions and then after 10 minutes we moved to the next table so i was speed dating all these people that are really into this yeah
(3:27:05) it was kind of funny but i had sat down and it's always funny because some people will try and dominate it but you know you have to kind of push the dominators away so that you know if you're quiet and introverted you can ask your question too so we got into this and the guy starts naming all these well what about this what about the phoenix lights i don't know about the phoenix lights what about this event i don't know about that he goes he looks at me and he goes well you're not a ufo guy i go
(3:27:28) no i'm not but i chase one so i'm an expert have you and you could see him get deflated because i'm kind of a smart ass like that yeah i mean that first hand experience from a credible in some sense these sightings have to do both with the evidence and the human well i think part of that is to us that's a credibility piece because the four of us that actually saw it plus you know the other two that were in the airplane that shot the video none of us are ufo obsessed people so when we come out and say because to me
(3:27:56) it's just it's five minutes of my life i mean i did a lot of really cool i've had a really kind of neat things i've been able to do um but when you look at it and go uh we don't it to me it wasn't it's

not the pinnacle of my life you know to other people that they live in the ufo world and it's like they you know if you talk to people they'll go that are really into it who've never seen one it kills them that they didn't see one when here we are because and what's
(3:28:28) unique with ours which kind of adds that level is it wasn't we just didn't see it it wasn't like oh look something in the sky and it was weird we actually engaged with it you know yeah that was an engaged five-minute thing and there's other stories from other countries like there's a story uh in the back when the soviet union existed that they actually would chase these things and one of them shot at some you know it shot it because they said shoot at it and it shot it and then it got shot down
(3:28:53) and then they said don't ever shoot at them again and don't chase them just you can observe them but don't go after them because obviously they have firepower that we can't control because if you can make something float around and jam radars at will and do whatever you want you know modern terrestrial weapons are probably not very useful you know you can go to independence day they had that force field around oh we gotta we gotta now you gotta cyber warfare you gotta take the bug down you gotta take the warfare
(3:29:16) so now we can actually inhibit some type of damage so there's a i mean you mentioned the phoenix license somebody on i think read it said ask him any thoughts on mass ufo sightings like the phoenix lights so the interesting thing like you said with the tic tac is that multiple people laid their eyes on this what what are your thoughts about the phoenix lights for many people here's the deal with massive sightings so the phoenix lights is unexplainable although i know the air force had said something about it was an a10 drop in
(3:29:44) flares no i don't think so oh flares don't burn that long they just come out and they you know they detract when they go away although on the other hand there's you know because clouds can do things so so i lived in central california for 18 years and you would get oh my god what was that in the sky and it was really vandenberg shooting a missile off you know they were doing icbm tests at one time where they shoot from vandenberg and they fly across and they go land in the atoll at kwajalein you know and then they can check the
(3:30:11) displacement the accuracy and all that stuff you know it's stuff that we do because we're a superpower but when you see them go up you know especially if you've ever watched a rocket really launch on a clear night it'll have the stream the glow and you can tell it's a rocket but if you don't look up until later when it starts to get to the outer edge of the atmosphere where the plume coming out of the engine is not constrained but you can watch this on tv when leaving the spacex ones go
(3:30:33) it's nice and narrow narrow narrow and then it hits a point where it really starts to go up and it starts to come to the sides because there's the forces aren't holding that all into one unique thing and it looks really odd and then it'll go off because it burns out and then you get stage separation then you see the next one go off and then it's gone um and people don't understand it because they didn't watch it from launch because we used to sit in our driveway and you know vandenberg is it was a
(3:30:56) three-hour drive but you could sit and watch it go you knew they're launching at night you'd watch you could watch that it's

really cool if you don't see anything what you see is the weird clouds from the exhaust plume you know what's left the residue that's sitting in the atmosphere and it and the wind starts blowing it so you get these really kind of weird shapes in the sky you know that's part but when you go to phoenix lights and you go hey you know when when a thousand people see
(3:31:17) something you're gonna discredit all a thousand people are you gonna try and explain it away with something else you know you know the big it's a weather balloon you know it's a weather balloon again just like the tic tac i think is just inspiring uh for the limitless nature of the science i think you're i think more is going to come out i think some of the stuff that the the to the stars folks have done uh so there's a stars academy yeah what are your thoughts about them are they um i talk to them quite a bit
(3:31:48) um i am not a part of to the stars academy i you know but you know like i talked to lou i just was texting him before this yeah so he they're what's their mission what's their hope what's their what's there when they started their mission was to try and don't look at this as little green men but let's look at this as a technology and let's try and almost reverse engineer and figure out how these things operate and how can we explain this from using our knowledge you know physics based
(3:32:18) knowledge to go how would something like this operate that's really their bottom line was to try and use and then couple that with because they've got the series unidentified um couple that with television to get the word out so you're actually putting something instead of because everyone has a theory you know ancient aliens covers all kinds of theories you know it's kind of off of oh my god and and i've seen the stuff and i've seen stuff that i've said taken out of context on shows that i did not talk to
(3:32:47) uh so there's all that because you can take a clip and go oh it's this it's that you know and if i know about stuff like you can't technically use my likeness unless i tell you you can so if i haven't signed something you can't do there was a guy who put something out and i was in it and i told him you can take it down and you talk to lawyers because i'm not i'm not supporting you and they use it to tell some kind of narrative that this is well it's not connected to reality
(3:33:08) because let's face it if you're making tv shows there's two reasons to do it one you want to get word out or two you want to make money or three both and so usually it's i would say the the make money is probably the biggest thing to put a tv show out and the the mission of the to the stars academy is to not do that this is is to try to get some when i when they started and i talked to them because i've talked to tom and i've talked to lou and those are the two main players it was to basically demystify the fact and get rid
(3:33:38) of the the stigma that's tied to ufos and let's look at it from a science base and then use tv to get the word out on the progress and they've done some pretty cool things i mean you know they've the the italian government gave them all kinds of files that had been you know property their government they got a bunch from it might have been argentina gave them all kinds of stuff like here's all our records what can you do with it to try and now pull from country based to a more global based research which is what you were
(3:34:05) talking about and then using independent scientists that are

not tied to a government i mean any government but just using independent research agencies to start looking at some of the metallurgy because you go oh i found this we had this piece of metal what is it and some of the stuff has been explained they've got some objects artifacts that have not been explained and that's slowly coming out you know and i think uh and you hope is the us government will release well the government is the government
(3:34:28) the us government came out a month ago and said yeah we have we have uh we have material that we cannot explain the origin they have said that they just haven't released the wreckage from the roswell thing which i keep joking about i'm like it's 70 some years old i mean let it out i i think he put it beautifully that in this time that would be a heck of an inspiring hopeful thing to see like people don't just to distract them yeah the division is i mean nothing will unite us humans descendants of chimps uh
(3:35:02) like uh the idea that there's life out there it would literally change i said this a while ago i forget i think as the london sun times had called me and i said you know personally i think this is a global issue it's not if there is stuff coming down which we're pretty sure there is there's enough stuff that we can't explain if there is stuff coming down then this is not a country based thing and it's not about technology and it's not about who's going to win the next war because you don't know what they're
(3:35:26) doing so you got really a couple of theories one you've got e.t or close encounters and the other extreme is you've got independence day are you going to prepare and bet on et and close encounters or do you actually try and do stuff in case it is independence that you actually have a game plan and when you get into independence day that scenario you know and i don't like going too much into sci-fi but let's just say in theory that that becomes a reality it's not a us russia china england france spain
(3:36:00) name any country and any continent it becomes a global issue and the only way you can deny it's just like americans we all you know we're divided it it's been that way forever so if you think we won't get through this we'll get through it because we've had times just like this before until nazi germany pops up but if nazi germany pops up or someone flies two airplanes into the world trade center and then all of a sudden we're all like united we also have very very short memories yes we do
(3:36:27) exactly it's when you look and go uh well we can do this and you go no no if if you think that everyone on the planet is good you need to stop taking the drugs that you're taking you know we said this there were people during the rise of hitler no no it's it's okay no no it's okay we're not gonna do we're not gonna stop no no it's okay no no it's okay and you gotta think the only thing that stopped hitler was his ego by going into russia if he just stuck with the pact with stalin and not went to the east
(3:37:03) and had to fight and it was really the russian winner that crushed him and he would have put all his high troops to the other side there would have been a totally different outcome the man in the iron the man in the high tower or whatever it's a netflix show where nazi actually wins it and you look you know we didn't know everything that was going on especially the atrocities with the concentration camps and what he was doing to to the jews i mean it's you look at

that going if you really want to see evil and
(3:37:29) then there's the whole side of what stalin did because he actually exterminated more people than hitler did but that never gets the press and the thing is we forget this we forget this history in our conflicts today we forget that there is the nature of evil we forget that there's real evil in the world and um the thing to fight that evil is to be united to be uh both it's like this interesting line like you talked about joe rogan of being both like kind to each other compassionate empathetic but also being like
(3:38:05) strong and a bad when you need to to make sure that you that like there's a it's a balance between kindness and force that is you you use force when force is necessary but you don't have to walk around like billy badass all the time i mean some of the toughest people that i grew up with that literally could kick the out of whoever came near him they never got in fights because one even people that didn't know them because they were actually nice guys you know they were they're just good dudes
(3:38:34) but you know if you cross them like i had a friend of mine uh he was he's a nationally ranked wrestler he went to went to naval academy with me he's a very very good friend of mine um and uh he is when you meet him and he wrestled at 190 pounds and he did not lose a match his senior year until he went to nationals he just had a bad day he actually lost to a guy he had pummeled the out of and he would cross it was funny we we joke about it even with him because when you meet him he's like the nicest like
(3:39:02) lo go hey hey dude you know hey how you doing he's super nice he would cross that ring on a wrestling mat as soon as he crossed that ring it was like a totally different person and he would go out there and just destroy people i mean physically destroy like put a hurt on and he would get done and he's like super humble and they'd raise his hand and he would he he'd have this blank expression they'd raise his hand and he'd walk off and as soon as he crossed the line he'd he'd look up and smug hey hi guys how
(3:39:30) you doing like he literally just went could rip someone's arms off but as soon as he crossed line he's a totally different person he's like and he's that way today yeah he won't even tell you he's a wrestler yeah that's kind of a symbol of the best of america that's what america is oh he's that wrestler he's across the line you're you're uh you could be hard but once you're off the mat you're just a kind human being yeah i know you're super humble uh saying it's better to be lucky than
(3:40:02) good but your story is inspiring that the entire trajectory of having a dream of accomplishing that dream of having one hell of a career what advice would you give to a young person to a young version of yourself today that listens to this and is inspired that wants to fly or wants to go to space who wants to build the rocket is there advice you could give them about life about career about anything yeah yeah um first let me start with uh and you had a question on inspirational people so my grandfather i had mentioned him earlier a huge funeral
(3:40:47) a beer delivery guy um was delivering beer and the 60s riots were the the guys the black in the black neighborhoods where you know white people didn't go and my grandfather's sicilian he was one of the first ones in his family born in the united states so my

great-grandmother and i had aunts and uncles that i knew growing up that actually came over on the boat um huge huge guy and just the nicest friendliest would give you the shirt off his back obviously proven by his funeral and i'm talking at his funeral
(3:41:14) the head of the black panthers was at his funeral in in toledo ohio the mafia guys were at his funeral in toledo ohio uh i mean it was literally a mix of of of who's who and he had told me once you know because when you're little you start looking and i grew up basically i was probably middle class lower middle class my dad was a fireman you're not rich he's working for the city it was a paycheck to paycheck living is how i grew up and i was talking my grandfather one day and he said something to me and this is
(3:41:41) this is literally how i run my life he said it was about money because you'd see you know back in the day if you saw someone in a mercedes that was rare you know they weren't everywhere you know people did you couldn't lease a car you actually bought a car and usually bought a car with cash um so it's a totally different than we are now and he said he goes you know david he goes they're no better than you and you're no better than anyone else he goes you got to remember that he goes everyone's different he goes treat
(3:42:04) everyone with the respect and dignity that they deserve he goes and if they're poor if they're homeless he goes it doesn't make him a bad person it just that's that's who they chose to be and you make choices in your life but never ever look down on someone because you know there will always be someone that will look down on you and you should never ever do that and i kept that close to me he was a huge influence was my mom's dad um just a big big influence in my life and the way i carried myself um and he
(3:42:32) was one that would say you know you can be anything you want to be you know he grew up dirt poor you know and the fact that he had bought a house and took good care of my grandmother and did stuff like that you know to him that was a success and to me it was always you know trying to better and move on and he was the one you know my parents were a big part of this too was instilling that anything is possible so when i'm four years and 11 months old in 1969 you know and i'm watching neil armstrong walk on the moon and i'm asking my mom
(3:43:02) and she says well they were all military pilots and you know we had an international guard that at the time was flying f-100 so i'm dating myself um and i was just fascinated with flight and i just looked at that going that's really what i want to do and i never lost sight of that there was always i could do this or do that and when i was going to go to college before i enlisted in the marine corps i was accepted into natural resources at ohio state and i'm like ah if i can't fly i'll go be a forest
(3:43:25) ranger because i wanted to hang out in one of those towers in colorado and look for fires because that's just i like that stuff you know it was that or be an oceanographer because i was fascinated with jacques cousteau and i actually that's my degree my undergrad degree is jacques cousteau so influences are neil armstrong and jack cousteau i have an oceanography degree i got an mba from university of houston goku's got to mention them and then uh and so you're looking people go what are you gonna do with that and i said
(3:43:49) you know i got an oceanography degree because i go well i'm gonna sail on the ocean so at least if the ship sinks i'll know where

i'm at and that was a kind of a running joke and then and then there's so these passions and underneath it is the is the belief that you can be anything you you want to you can you know i told my kids this you know when they were young you know it was tough especially for my son so when nate was about five six years we knew nate was colorblind you know my my wife's brothers are both colorblind
(3:44:15) it's really color deprived colored applying you see black and white he can't tell he has issues with greens reds browns it's funny if you're ever around someone like that because he'll go i'll go what are you looking at he goes right over there by the red thing i'm like what are you looking at i go this like you had a hat on one dagger which one are you gonna eat he had a hat in his hand it was green he goes i'm gonna get the green one i go oh this one right here he goes no the one
(3:44:33) on my head i go nate that one's brown he's like leave me alone dad he got the brown hat because to him it looked great yeah so he couldn't fly he came he said i go what do you want to do nate you know you're talking to your kids and what do you want to use i want to be a pilot no now i got to tell him because he's looking at me because i'm a pilot do you can't be a pilot he's like why can't i be a pilot i said because you you got eye issues you know so you got to redirect and the other one was because i had i
(3:44:58) stopped flying i was 42 years old and i was like and it was my childhood dream so it's like a pro athlete i know exactly what it feels like when you know brett favre has to walk away from the nfl when you still can do it good choice of quarterback by the way the greatest of all time but whatever so you you do when you look at it and you go i understand what those guys feel like when you have to walk away from something that you love and you think you can still do it so i told them i said look i was talking
(3:45:25) to both my kids and i said you know find something that you want to do that you love to do and that you can do your whole life and you should be able to do good things for other people you want to be able to help other people that's what i said so both of my kids and there is no one in my family both of my children one of them is my daughter is a doctor doing residency in internal medicine right now and my son is in his third year and they're both going to be doctors and until i look at it is you know
(3:45:55) people go oh you got two dogs i don't care i told my kids if you want to be a garbage man or you want to dig ditches i don't care just be be the best ditch digger that you can be i said and be happy doing it because what you also find is that we are in this big pursuit of money money money money might be that's what makes the world go around but what you realize and i'll go back to my grandfather who didn't have a lot of money and he was probably one of the most happy people on life and unfortunately
(3:46:19) he died he died at 65 he had a massive heart attack because he didn't tell that he he kind of knew what was happening and he just made the choice to to do and it was devastating to the entire family but he didn't he didn't have a lot of money but i'll tell you what i know a lot of rich people who have funerals and there's nobody adam yeah and my grandfather who's a beer delivery guy had i i it literally it was like three miles long the pope it was crazy yeah who died the po that was because it was like he's

(3:46:45) a catholic he's you know italian he goes you know who died the pope and i go now that's my grandfather and then the next funeral i went to was my aunt his sister and there was like you know 30 people and i looked at my mother and i said where's everybody at she goes oh no this is normal this is what a normal funeral looks like so it's you know for young kids bottom line one be nice kindness will get you i'm a big believer in karma kindness will get you a long way in the world you know it's easy
(3:47:14) it's it it's easy to be nice it doesn't cost you anything i said you know and get rid of the hate and number two is follow your dreams because everyone is capable of everything and there's a there's a self realism like you know if you really have trouble with math getting a phd in applied math is probably not something you're going to be able to do but understand yourself what your own capabilities are and you know inside your heart don't let anyone ever tell you what you can and can't do
(3:47:38) you have to determine that yourself and go for it and and and you can do anything it's just it's it's a great the world's incredible it really is let me ask the last yeah big ridiculous question uh so you've lived much of your life your career is kind of at the edge of life and death so let me ask kind of uh several different ways the same kind of question one d do you have you pondered your mortality the finiteness of it and the bigger question to ask even in the context of your uh tic tac encounter
(3:48:21) is uh what do you think is the meaning of this uh thing we got going on here the meaning of life human life in this sense so let me start with have i pondered my own mortality yes quite often um and i don't get into my religious beliefs or what i am but i will tell you that i do believe in god i've just seen too many things in the world that i can't explain and some people will explain it by subconscious so i'll give you a story and this kind of puts in the thing of do i fear death so i had a good friend
(3:48:53) of mine that i used to fly with we were stationed in japan together and japan had this incinerator that put all kinds of dioxins so there's a real high cancer rate for those that served on the base in atsugi japan him and his wife had one son and their son passed away just before his 18th birthday of cancer and i was hanging out with i'll call him john and i was hanging out with john we were in oil and gas he'd come to the same company and we were doing an event together and he was opening up to me because we were actually the demo pilots
(3:49:27) we do the demonstration for air shows and stuff and him and i were sitting there talking and uh he was giving me the whole story and and how he really changed his look on life that we're only here for a finite time and that we're all going to die well unfortunately after all that when it was really going him and his wife had moved to a location that would fit their you know close to the water where they could do stuff and i won't say where um and he was doing what he loved to do and he got diagnosed with throat cancer
(3:50:00) and i was talking to him uh it was probably about maybe two months before he died um and i said dude hey you're sad you mean this is your friend and i'm kind of really bummed out and this is the guy this is a guy that's dying of cancer and here's what he tells me he says dave dude we're all going to die he goes but i have to look at it i have to make the best of the time that i have and i said i

understand that and he goes with the exception of not being with my wife who he loved dearly he goes i'm okay with dying
(3:50:39) i've had a really good life and um about because actually the original announcement when he when he finally passed away a buddy of mine called me because i don't do facebook and his wife had put it on facebook that he had passed and about the day before he died for some reason i was thinking about him and i had a dream or i think it was a dream or an altered reality you can get into whatever uh but he was there it was just him and i and i was really sad in the dream i was actually crying and he was there and he was actually in
(3:51:16) his uniform he was in his whites and uh because he's a navy and we were just talking and he looked at me and he said and this is in my dream he's like dave it's all gonna be okay and this is this is like and this is a vivid conversation i have there's people are don't think i'm weird about this but um but you know i know what my dream was and you know maybe it's my subconscious creating the dream but in in reality to me this was real that it was put there for a reason he's and he basically explained
(3:51:42) everything he's it's okay i'm gonna be fine my wife is fine he goes this is this is what's meant to be you know but you know and the bottom line was make use of every day that you have because you don't know and literally two days later i find out that he passed um so but ultimately he accepted the finiteness of it he did well you have to and it's like i talk about you know money and job position and this and that i said you can get in any you know you can go to a company just remember when
(3:52:12) you want to be a vp of a company you sell your soul to the company you have to i said if you look i joke with people at work and i said i said you know when you ever think that you're important or this guy has that i said when you're sitting on 93 or 95 128 and you're sitting in traffic and we're stopped which doesn't happen right now because of covet but normally it's bumper to bumper and you're sitting here like i was coming down here by the gas tank um when you're sitting there look left
(3:52:36) and look right you know and there can be a lamborghini or an s550 mercedes and on the other side there could be some piece of crap car we're all sitting on the same freeway at the same time trying to do the same thing which is just get home so we can be with our family because the most important thing that we have it ain't money it ain't our job it's not our position i go because when it's all said and done you could be you know you can be with the exception of the presidents of the united states i mean
(3:53:05) name the vice presidents most people can't and eventually they're going to die or eventually you're going to see a statue of a guy from the 1700s in the boston area and you're going to go i don't even know who that guy was did he impact my life he probably did but eventually people forget yeah you you realize what's important now and the one thing that you have is your family and your close friends and that's that's it you can take all the money or everything else if you're down on your
(3:53:32) luck you know who is going to be a we is joke who are your true friends it's the person while there's there's once that i won't say but you know hey you're broke down on a road in the middle of nowhere and it's three o'clock in the morning who you gonna call is

gonna get in their car without complaining and come and get you and that's life those that is life the people you love it's it's it's the people you truly care about and contrary to i have you know oh my god i got
(3:53:56) 6 000 facebook friends you got about that many real friends that you can count on and that's it everything else doesn't matter no it doesn't matter it doesn't mean you're gonna be nice i mean i have there's acquaintance friends that i'll do anything for and then come to my house and stuff but then there's the people that you know you know like my cousins who are like my brothers that you know at a moment's notice you know when when my uncle passed away at a young age you know who lived literally right down
(3:54:23) the street from me and my cousin chad and i got two boys there's 14 of us but there's only two boys there's three of us together and we all grew up in the same neighborhood same schools play football together all that i said if one of those if rare chad ever needs me if something happens like when my uncle died it wasn't it wasn't an issue if i'm coming home it's i'm booking the ticket and i don't give a what it costs because i will be there to to be here with you and and then those two guys and my
(3:54:50) college roommate is another one that i'm very very close with you know you know if there's there's i have a handful of people that you know i will drop literally everything even if my wife would be pissed at me at times she's like seriously i gotta do it yeah and now she knows and it's the same thing with her i mean she knows that there's certain people in her life that if they really need her and she has to go she would go and i would let her go so given all that i'm honored that you would uh come here
(3:55:22) and talk to me and take the time dave it was one of the best conversations i've ever had thank you so much it's a pretty long one it's probably sets the record for the longest one so i i i mean i'm a loss awards one of my favorite conversations thank you so much for talking to you dave you're welcome thanks for listening to this conversation with david fraver and thank you to our sponsors athletic greens expressvpn and better help please check out the sponsors in the description to get a discount and
(3:55:51) to support this podcast if you enjoy this thing subscribe on youtube review it with five stars and apple podcast follow on spotify support on patreon or connect with me on twitter at lex friedman and now let me leave you with some words from carl sagan somewhere something incredible is waiting to be known thank you for listening hope to see you next time

2004 Nimitz TIC TAC UFO / Cmdr. David Fravor / Part 1 / Presented by Jeremy Corbell - YouTube
https://www.youtube.com/watch?v=3L-XG1F_S7I

Transcript:
(00:03) my name is Jeremy Korbel I seek to weaponize your curiosity and if you're ready to suspend your own prejudice welcome to the world of extraordinary beliefs material that has been pulled out of a man's leg that should not exist this sample could not have been made on

earth because the isotopic ratios I know there are alien craft here from another planet I was inside one who are we and where are we actually sitting within the architecture of our universe are we alone or is the answer simply stranger than we can think and think all of our I
(01:05) could not we know that it's around us and as we're looking at the whitewater is when we see the white tic-tac and incredible capabilities as far as aviation goes there's no wings no rotors those that conservatives don't control surfaces of inertia doesn't slow down stops instantly and goes the other direction he was watching us as we were watching they actively tried to jam the radar active generators hostile action this thing disappeared to them in a second it's just gone you almost do this day we
(01:50) don't know that's the voice of commander david flavor a badass Top Gun fighter pilot and in 2004 the commanding officer of EFA 41 the black aces on November 14th of that year began a typical Sunday for commander flavor about a hundred miles southwest off the coast of San Diego it was 70 degrees and clear skies and an average wind speed of 3 miles per hour but this wasn't a typical day not at all the Nimitz Carrier Strike Group was preparing for deployment to the Arabian Sea with routine pre deployment workups starting on November
(02:41) 10th the USS Princeton had been detecting multiple AAA V's anomalous aerial vehicles UFOs operating in and around the vicinity of the Strike Group the vehicles of unknown origin and function were tracked on radar with returns descending from far above the radar scan volume some were higher than 80,000 feet the targets were dropped from above 80,000 feet to hover roughly 50 feet above the water in a matter of seconds an impossibly fast rate of descent and what I've been told at ICBM trajectories on the 14th
(03:20) commander freighter launched with his wso weapons and sensors officer into the clear blue sky their call sign was fast Eagle oh one his wingman and wso launched after in fast Eagle oh - commander flavor was flying an f-18 F Super Hornet when he received vectors to an unknown contact a controller on the USS Princeton with the callsign poison asked what ordnance do you have on board this was an odd request due to the fact commander flavor was not in an active combat area a hot zone he replied that he had no live ordnance this was
(04:03) real-world tasking he then proceeded to the location of the contact located it visually and went after it the anomalous aerial vehicle outmaneuvered anything imaginable by modern advanced human technology the craft of undetermined origin and unknown operators displayed flight characteristics far beyond current propulsion technology known to man or even understood within current physics this event has become one of the best documented UFO close encounter cases in history commander David flavor is now willing to talk and his testimony
(04:42) is what you're about to hear now I've been working on this case for a long time years before it became the tip of the spear about government confirmation or acknowledgement on UFOs before this case was publicly known I was hunting for the truth and establishing dialogue with the key witnesses involved most of which I have never spoken about publicly commander David flavor is included in that over that time we have developed a rapport and this interview is an important aspect of my efforts to find detailed clarity on this case

(05:17) extinguishing the noise and raising the signal commander flavor is the primary witness to this astonishing UFO event series over the years I've come to understand and appreciate his integrity professionalism humor and candor we should listen to what commander flavor has to say as his testimony has become part of the fabric of our time commander Faber is the real deal and that's just something you're gonna have to come to terms with what's your name and what was your title and occupation in 2004 David's paper I know is the
(06:02) commanding officer of Strike Fighter Squadron 41 deployed aboard USS Nimitz being the commanding officer of the Black Aces back in 2004 you clearly have a lot of flight experience and you're commanding that squadron I was the guy in charge of over 300 people at 12 airplanes at the time I had Dover uh 3600 flight hours up Congrats literally had every wall that you could have in a 50 and at that time you were flying f-18s super hornets right yep numerous ones in the fleet lot 26 advanced crew station jets were
(06:40) literally branded we've been talking for a while now the reason we're talking today the mass media and Global News have been abuzz about UFOs and you were the pilot in 2004 in that events series that had the closest physical and I on contact with the anomalous aerial vehicle that you've dubbed the Tic Tac is that correct it was correct there were a number of people that were able to see what was going on but you were the closest to the vehicle yeah there was four of us it's thought everyone else was just a radar blip which you
(07:15) can't tell if it's an airplane or why just oh it's there you're getting returned but for the eyes on looks that actually physically watched it for five minutes the report of us I was the closest well be in my back feeder when you got the communication asking what ordnance do you have onboard what were the exact words the controller used in asking that airplane cattle nine to the cafeteria a nine it's a blue tube Blue means nerd so it has no warhead it has no rocket motor it's basically just a mountain tube that's
(08:00) the same size as the real missile the seeker has real and everything behind it is thanks to blue tube came fire doesn't have a motor you can put it on an airplane and take it off with a wrench or a sledgehammer there's no rocket motor there's no nothing it's just it's literally a shape that has a real seeker head on it thought it is did you actually say over radio you could get it off with a sledge hammer I did and the guy kind of laughed he says well do you and your wing do you guys hear the same controller oh yeah
(08:32) yeah we're the same radio we're at both we have two two radios two UHF radios that we talk on there's the number one radio we're talking to the controller and the number two radio we can talk to each other we also have we have an intercom system in the airplane that allows it's voice-activated so we can talk to our back features without keene any mic it was a male voice that was the controller from the Princeton you were speaking with yeah I don't think we had a female that old Coker's not on the ship's but as far as
(09:03) gos the Operations Specialist to do the air intercept control there's that document on the TTS a website where there's the pilot record and they have somebody that they call source in that it represents the people that day that we're flying people think you are the one represented as the word source in that but breeding through it I recognize that you're a different person in that document but that

person the pilot actually of the other plane with you on that day he said that it was a female
(09:32) controller coming through the radio do you think that's just a mistake that's mistake it was a guy the 13 page document is correct the guy had a call send him poison his name is it was not a female on the radio with you so this interesting you had training rounds on your plane no live weaponry we don't we don't train in the US military with live weapons anytime you have live weapons we have things called fire breaks where we have to disable a bunch of stuff and we can only do certain things because
(10:08) sometimes people forget they have live weapons and if you put the switches in the wrong position with live weapons come off airplanes if you're pointing at your buddy and you accidentally launch one you know the weapon doesn't care it's it's it's one of those lessons learned in blood because we've done that before and bad things that happen let's jump into the actual experience so you go to this location you get told over the radio roads plot so they give us the vector immediately because we were
(10:36) committed which means we're going to this point we're going to this target that retracting so they start telling us bearing region altitude such as for example and we're going out to the west [Applause] they call these down until we get to the point where we're not seeing any on radar they're obviously seeing something and when the we get where our unit merges with their blip which means we're in the same radar resolution so that's called merged plot and once you get merged plot all of our head start
(11:12) looking up because now we know that it's around us and we need to figure out where at that because the radar can't help us anymore people have heard your story but let's just clarify one time you arrive to the merge plot can you describe what you encountered they start looking around the wingmen that airplane is off my left side or to the south and we're looking around we look down and the initial thing that we see is whitewater it's important to know because it's a clear day there's no whitecaps it's just a
(11:40) perfect day and we see whitewater which means there's something under the surface like a female and as we're looking at the whitewater is when we see the white tic-tac and the back skater and the other airplane comes up and says hey skipper did you see I'm like dude what is that if we're watching the tic-tac who kind of north-south-east-west like bebop most random loser will the commercial doesn't slow down stops instantly and go the other direction which inner planes and helicopters don't do that because always
(12:13) a you're going fast Drex you slow down before you can reverse you have to overcome that inertia procreating come back the other direction you know our estimate is about 50 feet above the water and it's moving around left/right up/down you know forward back so it's not going up and down and L just kind of go forward back left right you once said to me a long time ago that it moved like a ping pong ball you know like a helicopter if it's moving to the right it doesn't instantly just go to the left keeping an airplane basically
(12:42) slow down stop and go the other direction we're in control thing pong ball against the wall the force field transferred a bounce effect other racers we would like people you know move stop go left go right foot forward stop hang out no pattern to it you know like it

would stick it was kind of jumping around on the white walk like you know what it was doing Darry say that and at one point you said multiple times the vehicle pointed its its end towards you so everyone around so when we saw it we started writing a turn so not think of a
(13:17) clock we started at six o'clock the objects in the middle so we're to go to nine o'clock we're just watching this thing dude exact you know the ping-pong ball kind of people baby at nine o'clock I say hey I'm going to check this thing I'm going down I said the other airplane stays up high to provide cover and see Joe's get a kind of a God's idea what's going on we go around the circle when I get to the 12 o'clock position the object is actually important relative to
(13:43) the clock it's been pointed at the between 12:00 and 6:00 be long a didactic well that's it when I get to the 12 o'clock position if I start down it turns real fast it just kind of pivots so now it's parallel with me and now it's Mearing me so as I'm coming down from 12 to 3 it's coming up from 6 to 9 I don't know if it knew we were there the whole time or what once I got to 12 o'clock it started coming down it's almost like it acknowledged her presence and it's Hertz mirror like he was
(14:10) watching us your watch so without any live ordnance on board at any point did the consideration go through your mind that you might have to use your aircraft as a weapon so it wasn't it was an austell I wasn't trying to kill it I just wanted to get close to see what at what curiosity oh very much you've mentioned twice and in interviews like both with the Boston Herald and Nightline you said the vehicle jammed the radar the jamming of the radar is from the video that's different that's a different flight we
(14:43) we never picked it up on radar and I could with the systems that we have I can see the radar were looking but we never acquire a lot we never get anything from radar but our entire five minutes plus the thing is visual we're watching the active jamming occurred on the flight where they picked up the video the FLIR video that's when he reported direct he picked up a return he went to attempted a lock it immediately jammed the radar he cast it over to a passive targeting pod the radar going to go stupid if you look at the targeting
(15:20) pod videos it'll say ranging on the top right side says nine nine nine which means it's not getting ranging normally it's like if that was an airplane the radar would be performing arranging to tell you how far away it is you have a range so what's the importance of that statement what's the importance of the idea of active jamming compared to passive jamming what does that mean for people to understand the morning activist game they actively try to jam the radar which you're actually not
(15:53) supposed to do that unless you know you're an award or we're in a training area against each other it provides perception there's a lot of things that happens but this price as good as anyone could get right now that's the most information anybody's going to get right now from you you're saying or yeah I'll have more than most people may accept speculators but okay but I just like to just define the point so what you're saying is that that is a kind of hostile action when you talk about active
(16:23) jamming yeah active generator and the tic-tock actively jigna the radar right so you have a great description of where you were going towards the object when it began mirroring you you were

attempting to get a dogfight lock the AAV tight it's turn lift vector on then ass go ahead and clarify if you will it never went behind us it never really tightened its turn it kept pretty much the same radius to turn around the circle as we pulled across from the eight o'clock position towards the three o'clock where
(16:59) he was at to moving to three so you want to kind of go where he's going to he's moving she kind of fell he pointed something where it's at I tend to get there would be gone you know who she got to project yourself in space we projected ourselves to face said here he's going to be over here that's where we pulled to and he pulled nose on it was just slightly off our left side rapidly accelerated across her nose it just disappeared ish what was the closest distance you got physically to the vehicle well some people they would
(17:32) say and that file is oh my god that's far away and I go in the airplane speak to half miles freak was there's false information out there that you were something like 20,000 feet closest you ever got to that that is incorrect information oh yeah yeah when it accelerated me disappeared right in front of us I mean I was a half mile away it was right at the same a looking at it you had once told me that the vehicle had a appendages what did it look like I know no rotors what did it look like we saw it looks like in fact there's no wings
(18:02) no rotors those lifting services no control surfaces so she thinks 40 foot lunch when you look at the high-res video that good luck finding it but the original video that we had so literally right off the jet recorders and putting on our monitors so we're watched it on a like a 21 inch or 20 HTP you can see in the TV mode because they the WIZO the backseat or the other airplane is going between IR infrared mode to a neo it's electro-optical black-and-white when you go to the TV mode is presume did you can
(18:40) see there's two little things that stick out of the bottom of it and the IR mode there's no visible plume there's no heat or show it's just a uniform temperature if it was a 10-inch and there would be you'd see coming out one side you don't see any of that then you know what it rapidly accelerates off the side it shows where the end goes up less I don't see any of that any of the indicators of what's propelling it moves and so you had mentioned to me they were l-shaped appendages underneath the vehicle the
(19:12) tic-tac yeah like if you're looking at it so know about I don't know 20 percent point five percent down and kind of come out make like a little L to the right like a little down 90 degree slope I almost look like little feet sticking up could be antennas we're both of the L shapes going to to one side or the other or were there two symmetric oh yeah what's the right so we're looking at it you know it goes off to the left side a little bit down and up don't for that part I mean the way they're zoomed in
(19:44) there they're pretty close to the object hope that zoom wise was this technology impressive for you in that you usually see heat plumes and that sort of thing through IR to see no traditional propulsion was that technologically impressive to you well very much from when we thought about the water was note washed no rotor wash no nothing and then the ability to climb from the surface upwards about roughly 12,000 feet why we're coming down but then rapidly accelerate and she did an incident to a speed where it disappears even Mach 3
(20:20) you're gonna see for a period of time till fry at least 10 15

seconds before his peers to go out of sight or come so small you can't see it but this thing disappeared in a second she's gone you said to me it was an impossibly fast speed just like snapping your fingers gone yeah it's very it accelerated across the nose and the next he knows was there an object under the water as far as you know don't know what was under the water but there was something that was causing the way it's great
(20:52) it could have been ten feet down we didn't see anything which out there you don't in the deep blue you know it's it's call you know it's dark earlier right not just see it their feet they even ten feet when we turned around after the thing disappeared to see what was with the service but their servants gone CMOS typically don't disappear white waters are their charter dinners there if you look on church or something there's nothing in that area as reported that after the tick-tock took off the
(21:21) anomalous error vehicle reappeared at what they said was your tap point he just went back to see what was in the water it was enough to merit we're like alright let's just go back to the cat point cuz I'm a slightly so they kind of do what I say I said hey we're gonna head to the cap and the kids like okay and then he's like you're not gonna believe I said what's that again and I'm like that's interesting what are the implications and significance of this to you that this vehicle ended up being
(21:51) where you were next going well like I will see if we can find it again but at this point you know you're like what was it it was impressive and incredible capabilities as far as aviation goes but I didn't mean I didn't have eggs they didn't have anxiety I wasn't I wasn't nervous I wasn't out there you know trying to arm to it even I had to weapon I was just more curious of what what he said a fascinating just like if you ever watched a little kid when they see something for the first time like a bird
(22:26) or Pete and they just watch it they just watching flying her because they're thinking the same thing wait what is that I've never seen em before it's kind of one of those it really comes down to what actually was it the only way we were going to know is to try and catch one which we weren't going to do an airplane but at least it close with this see you know what is it you know did it have windows did it have antennas did it have landing here what actually did it possess what was Joel was to this day we don't know yeah you
(23:00) were curious that was my job where they tell you to go do something you go do it for 17 years that's what I had done it and you've not been asked to sign any non-disclosure agreements no the 13 page executive summary of the events that journalist George Knapp recently released you said to me that this was the most accurate summary of the events can you comment on it it's pretty accurate depiction of what happened there are some errors in it but you're you know you're talking about something
(23:30) that was years after the fact as far as the ability to recall a flight I've been doing it for years I was an instructor twice yeah we do it all the time to train when we fight you have to record everything in your mind and then come back to recreate it I was the most experienced and that type of airplane thousands of hours behind me because I had been flying Hornets the back feet or any other airplane was probably number two and then the other two were

relatively new even with that said I guess it's important to define that that
(24:01) executive summary is the most accurate account to date of those events for the research that went in and tracking down who would sue as far as the battle group and who was on the ships and all that stuff yeah have you recently spoken in any official capacity testifying about your experience to members of any intelligence or government agency and who have you briefed I won't say who I talk to you know I'll keep that to myself but I will say I have talked to people in the government about this since the December article appeared
(24:34) there is an interest there are people trying to figure out is this work you know refunding programs to do this not necessarily you know it could be from a defense posture but I think it's more of you know what are these things how common are they can we advance ourselves from the technologies let's stop looking at these things like they're freakish and let's try and learn from them and then possibly reverse engineer or develop technology to gives us that capability which is a huge leap for really mankind as a whole I mean if you
(25:10) think about it we advanced technology significantly to go to the moon and you know over years I don't think people realize all the benefits that we got from the Apollo missions and so you've recently given briefings on your experience to government individuals I will say yes I have done that I just won't say who have truck Jake you're quoted as saying the tic-tac vehicle you had the impression it was not of this world what about its maneuverability and propulsion gave you that impression and
(25:38) do you still feel that way oh I do feel that I don't think the technology I don't think we've advanced enough to have the technology for something that can come down from above 80,000 feet hang out for three or four hours and go straight back up to come from a hover with no wash no visible flight control surfaces come onto our LT I would think that if there's a technology out there like that that it would be more proliferated and people would be using it because it's it's too much of an
(26:01) advanced relative to energy sources and everything else that we just you know we're happy to land a SpaceX rocket on the pad you know and we're not even successful debt you've got something that has the capability that's way beyond this so what do you hope will happen from you speaking publicly about your experience um I don't people take these serious I hope people stop no I mean we knew we're gonna get ridiculed it was kind of all in fun you know there was nothing bad about it but to get people to understand
(26:31) that there you know we can learn from these things instead of think of everyone that sees one is crazy gonna be difficult to discredit the four of us that saw it just based on our position on what we were doing the people that say things like you saw a bird you have a mistaken identity that was a conventional military drone it was just radar scatter what do you say to people or what would you say to people that have that opinion well everyone's gonna have their opinion but then again I argue with anyone to come and
(26:58) discredit you know what we saw me or what was going on and the fact that there's a lot of internet experts I call them you know and

it is what it is and that's fine everyone has that I don't have time to answer about everyone but after 18 years of flying I would argue the fact that if all you got to do is type on a computer and trying to teach someone and I'm not going to sit argue with you I'm not going to take the time but I will tell you there there are some extremely brilliant brilliant people in
(27:26) the world that are extremely interested in this incident and other incidents to try and do something about it instead of trying to debunk poke holes and say it isn't this it isn't bad it's a spot on the array I mean everyone's an expert you know because you've seen a ship or you've seen an airplane or you watch men and black does not make you UFO expert I mean I honestly saw one and I don't consider myself an expert and I think really if anyone's gonna be one I think it'd be the four of us that actually
(27:51) chased it do you still want to fly a tic-tac oh yeah yeah yeah I would yeah in a second maybe fun weaponize your curiosity and go to extraordinary beliefs calm to learn more

2004 Nimitz TIC TAC UFO / Cmdr. David Fravor / Part 2 / Presented by Jeremy Corbell - YouTube
https://www.youtube.com/watch?v=1ELI6QuSP2s

Transcript:
(00:03) my name is Jeremy Korbel I seek to weaponize your curiosity and if you're ready to suspend your own prejudice welcome to the world of extraordinary beliefs material that has been pulled out of a man's leg that should not exist this sample could not have been made on earth because the isotopic ratios I know there are alien craft here from another planet I was inside one who are we and where are we actually sitting within the architecture of our universe are we alone or is the answer simply stranger than we can think I was a guy in charge
(01:05) of over 300 people at twelve airplanes I do have first-hand account of something that I could not explain this thing's been over 100 broadcasts and over 300 plus publication you know I guess if a flying saucer landed in the middle of the mall in DC and the news people saw it where it became a reality like you see a movie then it would instantly go but because that hasn't happened and you know I'm I don't see it happening then it takes time I have talked to people in the government about this there are
(01:39) people trying to figure out what are these things can we advance ourselves from the technologies let's stop looking at these things like they're freakish and let's try and learn from them and then possibly reverse engineer or develop technology to gives us that capability sure you're not going to believe again this is part 2 of my interview with commander David flavor if you haven't listened to part 1 go do that now you need to understand who commander flavor is and the nature and importance
(02:12) of his UFO encounter in this discussion we get into the details we talked about the different witness reports on the tic-tock UFO encounter and talked about the nature of observation and how it can be flawed this highlights the important role of a good investigator and how event witnesses can't be compared as apples to

apples commander favor even relates a couple stories that provide deeper meaning into the feelings he has on why intelligent observation and study in the UFO topic is important Dave's
(02:47) quite candid in this interview his hope is that you understand the importance of serious UFO encounters being seriously investigated that there's so much to gain but also so much to lose if we don't openly investigate observe UFO technologies that he's hopeful due to renewed government interest I wanted to continue the interview so it's on the record I think some things should be cleared up what you have to say is important especially when it starts getting distorted so I want to ask you a few
(03:23) questions and I want to see if you can put these things to bed that pilot report that's touted out there as being legitimate they're quoting somebody that they're calling source and everybody else is called other knowledgeable one other knowledgeable - okay one okay - in that document whoever source is which I've figured out who it is and it's obviously not you you're okay - in that document source is saying that the radio controller was a female and you clarified that for me on our last talk and the 13 page report
(03:56) that came out the controller's name is poison and that's a man name so I believe that to be correct in the 13 page report compared to the one on TTS a but you gotta remember that the one on TTS a you know what it's years after the fact - the person is experiencing significant ly lower they were relatively new there's a lot that goes into that don't create everyone in the scenarios as apples and apples I mean there is anywhere from brand-new on the ship to someone like myself we've been out there
(04:28) for 16 years and it's my fifth deployment it's not apples to apples you are the commander of your squadron it's not just that I was just fortunate enough to never I never left the cockpit so I was either deployed or I was teaching so I didn't go do a short tour I wasn't in a jet for three years or whatever I was current from the day I started flight school until I retired which is really you can't even do it anymore you're not even allowed to put anymore Aviation is a very perishable skill when
(05:00) I say that I mean recalls a perishable skill understanding you know when you're out over the water and you don't have visual references which northwood self what sees what's with and the ability to pull all that back you don't you get it yet tomorrow you can't read a book and get it it's literally a repetitive practice constantly doing it that's very important when we start talking about this in the TTS a website doc the pilot report source is the other person who's flying the plane
(05:29) you both have WSO's but it's the other person flying the plane when there's two planes to go engage the tic-tac so that person named source was the other pilot that day and that pilot you're saying didn't have as much experience as say yourself I'm not even close that person you know it was literally in opposite ends of the spectrum as far as experience the other pilot knows that they talk to them quite often the other thing that was in that document and it's something that you and
(06:01) I talked about before that document was released before the New York Times before anything and he told me a story and that story was that after you engaged the tic-tac you came back into the ready

room the person were calling source started writing on printer paper and mailed a report to their aunt that said keep this because it's important stuff about some real x-files is that correct that is actually a true face the other part of that story that we had talked about it was sad that you made an electronic copy of the gun tape
(06:38) from your f-18 so when the other guys when they came back with the video I copied those tapes and I put them in the face where they ever ended up I do not I do not possess them they were they were actually in a safe or safekeeping probably they obviously thank someone found them because they weren't marked on it just had a PCL paper on it it said for CEO so whatever happened to them after that I don't know is that normal protocol to create copies of the tapes I mean it's not uncommon to copy things
(07:11) and as the CEO I I actually have that ability to go or copying this and we'll just keep it in the safe which is what happened it was all handled correctly but yeah hell yeah copy them the tapes are actually classified so you just can't pull video off which happened anyway which I mean obviously there's that's a whole other story that we're not going to get into could you can copy stuff and then you can declassify it by getting rid of a lot of the marketing it but it's kind of a moot point just it's already out there
(07:43) just to make the story real clear because it's it's confusing in that report on the TTS a website that the guy source said that you began making an electronic copy immediately after getting back of a gun tape of the f18 so it makes it sound like the only footage on video is the footage from the plane that you see on YouTube we don't take the HUD camera unless we're doing certain dishes there's nothing on ours conveyor lock FINA graphic targeting that is a true statement and that report on the TTS a website by source is
(08:19) incorrect yeah there are some known discrepancies that are out there you know and some of that is cuz it is significantly past the event go and if someone hits you cold and you're not thinking about it and then they start taking notes on what you're saying you know I guess the reason it's so clear for me is I always thought it was funny and like all my friends knew about this and the story hasn't changed there's nothing to change is what it is I'm not trying to elaborate or make it more
(08:48) interesting or the fish didn't get bigger I just wanted you know to clear all that up it'd be amazed that even people misconception on board of what people thought you know years after what you're told or will be relied to newer people people will put stuff in their mind and they'll believe that over time now I don't think most of the mistakes the discrepancies are intentional at all I just think it's you know how the mind for members and it is what it is there was a New York magazine article it was
(09:21) very unfavorable and it was also facing some of its article off of that tts a document where source is talking where there are inaccuracies we already know about in that article the writer said it seems that to the Stars is trying to shroud favors account in a spooky fog of faux top secrecy this is a dicey strategy giving framers prominence in online UFO circles they're assuming in that article that you were the and source that you were inexperienced now we know that's not true so the New York magazine article when it
(09:54) said given framers prominence in online UFO circles have you

ever been involved with online UFO circles Dave I have not been involved in any you know it could be people talking about the other thing I want to throw is go to the starch is not trying to do anything like that they took some reports that they had gathered there are spin accuracies but they are accounts I was an aircraft mishap investigator so plane crash let strange do that and the first thing you learn it as soon as you get the eyewitness they give you their accounts
(10:37) now their account is not always throw accurate but it's their account what you need to do is you need to take all of them and then get the whole picture before you take one person's story because there's always an accuracies you know so someone would say I thought I heard a bang and then I looked up but what you really did it I know I didn't see it they heard a bang and then I see you know they find crash where they saw it doing something and they thought it was out of control but it really was out of control the guy was
(11:04) just practicing spins but it was something else that caused the action he / G to pull out broke as far I'm just throwing these things out there there's a lot of things that happen you know the eye is not always 100% you know you can be deceived but you build the picture in your mind and after time the stories will start to change or you just forget some of the detail it's better than stolen just because it says source doesn't mean it's me because it's not I totally respect what Tom DeLonge and his group are doing
(11:36) he's put together an incredible group of people who as part of that Louis heard the stories news talk to everybody he knows what they it is what it is because it's a personal account they put up so I'm just trying to shine a light on that a prominent publication like New York Magazine can have all their facts wrong and then make statements about you such as that you have a prominence in online UFO circles when I know for a fact I'm talking with you you're not involved in any of this you never have been involved in any
(12:06) of this and I think it's important to show that against a magazine like New York magazine that people respect where they get stuff completely wrong and insert absolutely fabricated statements such as the one I just read you this is a perfect example why the military we try and stay away from the press so you get the partial truce you get one side of the story instead of unbiased reporting even if you don't like what the report is report it you know the news used to be that way but it's not I told you at the beginning that if this
(12:39) goes big people are gonna try to distort it and now we're seeing it physicist Eric Davis who is physicist for OSAP and bass he came on coast-to-coast and Eric said there was testimony being given to government individuals to try to reinvigorate the funding for programs such as a tip AUSA ass are you hopeful for that process that we're gonna begin studying this again yes yeah actually him you know I guess if a flying saucer landed in the middle of the mall in DC and the news people saw it where it became a reality like you'd see a movie
(13:17) then it would instantly go away but because that hasn't happened and you know I I don't see it happening then it takes try physicist Eric Davis he worked for all sap and bass looking at all of this stuff he said there were actually hundreds of tic-tac incidents East Coast West Coast but also other places in the world where he said there were tic-tac style events so my question to you is are you aware

of other pilots who have engaged tic-tac style craft a AVS and almost aerospace vehicles or UFOs are
(13:51) you aware that this is not an isolated event that there are other tic-tac events that the united states government was aware of actually the tic-tac I mean you can see in one of the videos that was released and obviously not exact the gimbal you're talking about yes the gimbal video you know so I don't know I think what's unique about Munson in 2000 or our instant Orlov isn't Italy physically when after I I went after the thing and it was reacting with me based on that but I know when I talked to him so he said
(14:30) that was the most unique thing you know they have other sightings they have other sensors that are tracking these things no one else has really chased or engaged with it like me that I know I mean I have a very limited scope in the big picture unlike some I don't consider myself to be an expert although I do have first-hand account of something that I could not explain after thousands and thousands of hours of flying fighters you did tell me somebody that you spoke with it was a helicopter pilot and there was an event that happened in
(15:05) the night they were picking up pqs because I was a flying drone used for training can you tell me that story I think that's important because it relates to this phenomenon he was picking up a dress from the be here meter and the boy at the flying drone there painted bright orange ship radar track they can do all kinds of training when they're done a parachute deploys and lands in the water they float and then he gotta go pick them up same thing with the torpedo it's a kilometer around they'll shoot it I thought that it blows
(15:38) ballast that it floats as a locator and you go fight he had went out he was a Puerto Rico he saw this object coming up when they were picking one up came up from blood oh it was big so they were doing it again they were going to pick someone they're getting ready to put the diver in the water he was on lift going down and then right after that this thing was coming up again so they pulled the diver up the procureur the pqm is sitting there and it just gets shut down and the object goes not a disappears so
(16:09) there was a USO unidentified submerged object that was bigger than a submarine when they were trying to retrieve this thing hold it under the water and took it it just it sucked out you know things just don't think rapidly either just and they're not you know these things blow ballots so they don't just don't a flow so something something hold it down okay so to be clear we're talking about a buddy of yours who is a helicopter pilot who relate a story about how a USO to book this object down
(16:43) under the water that's made to float not to be retrieved again is that correct that's correct it happened to him twice twice yeah the first time when he saw it they got their drone up and the second time was when he pulls a diver out of the water and the thing just got sucked down a disappeared different locations different drones different days same location different drones different days I mean that shows us that there's just a lot going on that's just not talked about you report stuff and people do anything and there
(17:14) comes out there's tons of stuff out there I would say there's a very low percentage of stuff that actually makes it do an official

investigation or where anyone knows about it it's as you said to me the other day when you report something like this it could be a career killer so there's an aspect of it where you don't want to report it yes Anand I never had any negative effects career-wise then again you never know because I retired so I mean I guess I didn't stick around long enough to have him say I was
(17:42) nuts but like all my friends you've known this for years they don't they don't look at me like I'm nuts they don't think they look at me like I'm not you are describing from a trained professional observers position exactly what happened and I think people are appreciative of that one more thing that people have been saying who are part of what was going on those days as far as I grade our operators they a number of them say that there were non-uniformed individuals who came on to the boat maybe it was the next day maybe
(18:13) it was the same day and tried to get the tapes and that the tapes were not given to them do you know anything about this that's total so let me ask you this do you really think guys are going to come on board the USS Nimitz and try and get those tapes that I had and I'm the squadron CEO so what are the senior people on that boat and they're only going to go to petty officer Jones and ask him for those tapes people are actually gonna bite off on that you know I'll raise the flag owing that's probably not happening first of
(18:50) any ones coming up in the ship the captain's going to be informed and I know both the captains that were on there when I was on board so I'm counting that happen and I was really good friends well not without Admiral but the next Admiral who was on there so I would argue the fact I don't think anyone came up and no one ever came to me and asked for those tapes there was a joke that there was people coming out and when I figured out that they were doing this thought it was cute I went and got my tapes back and had a nice
(19:18) one-way conversation with them but you know this is this is exactly how rumors started this is the whole thing when Helene wrote the New York Times article that covered my piece I told her do not mess up the facts because I'm tired of reading stuff that's messed up as a matter of fact I told Chris sent you two stars when when I first saw the press release and I watched it you sent me the list and the dad was wrong and when I talked to them I said look if we're going to do this we're going to do it
(19:45) right but there are some significant issues with what you said that is not true if we're going to tell a story I want the story to come out the exact same way it's been told for the last fourteen years because here's what problem if you get conflicting facts and people go well maybe there's some there's some untruths and they're trying to pull our leg they're making stuff up no we're not making stuff up this is the story and if we sit down and tell it everyone will agree that yep that's
(20:15) pretty much what happens you know but because someone made a mistake it's not necessarily that it's just a mistake thank you for clarifying that because a lot of people are running with that story but it sounds like it was a story that was created as a joke on the ship so all of a sudden there's suited dudes coming in trying to get the footage and being denied so you actually took your tapes back had a one-way conversation with somebody who was starting that rumor well they thought they would play

(20:41) a little joke by that time this is about day two I was about done with the jokes so what was the joke well it was the joke of though someone's coming out this is being investigated so I went and got my tapes down in the intelligence center we actually I told the kid here's our defense for me in about two minutes or I'm gonna have my way in here and I'm gonna find them myself which means pulling drawers out of growing it he got him for me really fast told him I said if your boss has an issue he can come in truck no one ever
(21:10) came and talked to me it was never a big deal took him back to my ready room put him in the same they just thought it was funny I didn't have a sense of humor for it at that point I think you put that rumor to bed the idea that there were people that were coming on the ship from an intelligence agency trying to confiscate the tapes however it's kind of sad there wasn't an investigation at that time it took until 2009 for there to be an intelligence investigation the other information I got Rear Admiral DC
(21:40) Curtis at the time he really shelved the whole story that he could have passed it up command and he wanted to go on deployment and he didn't handle it the way other people would handle it or well I will say that it could have been handled better you know I'm not gonna speak for her animal Curtis I don't really understand how he stymied the investigation like people have said to me I don't understand that and I mean he just didn't do anything it I mean I'll tell you so I salute night-vision goggles okay you know
(22:11) you're a pilot you got to grow up but you don't have to grow up sometimes we can be a little bit childish because you're 34 years old and you're flying supercool jet so even if you're 25 when I started applying the real test it's just fun and it's cool and it's a great job so we would pull around I had an I had a mvg no qualms so we would fly around at 200 feet at night with no license because we'd be in the morning here's where we're allowed to do that so we can technically fly around with the
(22:43) lights on so we would and we see you can see campfires you know because people are below us camping you can see campfires from way away because the goggles will pick up that light from way way tomorrow so we even get going really fast and then we pull the power back to idle so we go zing over the top of these campfires and then you just like afterburners and pull up and you leave them on for a minute and then turn them off so think about you're sitting on the ground got a nice campfire it's a pretty starry
(23:13) night and you don't hear anything then all of a sudden there's a lot of war there's fire above your eyes you're like oh my god and then the fire goes out and there's nothing there what is that that's some Top Gun Dave that's hilarious so when you do that you know we always think either crazy well maybe they're not crazy and can you explain it now if there was a real investigation you would come and say well the Jets were flying in this area they were doing low training they don't we don't do low training right now
(23:48) at least they weren't I don't know if they're doing it now or not because there's a huge safety factor to it flying into the ground is normally not good for your health but if you've investigated and it was all we were doing everything right which we were they could track and say well that was an airplane in that area doing low trainer he was just messing with you what if people never report it then they're

going to think for the rest of their life they saw something you can't explain and if you're not an aviation
(24:16) person you don't think the Jets are flying around because they're normally not quiet but if you pull up jet Idol and you've got a bunch of speed on it it'll go for quite a while before it really goes too slow you just turn the burners on and do whatever you want and then turn them off and you still got a bunch of not you're good until you're out of the area and then you just bring the motors back up and slightly so your point is that when you're a trained observer like you are you had a job at
(24:42) one time which made you investigate things like crashes so when you're a trained observer you'd get to the bottom of it but if you're not a trained observer then you're not going to see all the the moving parts of an observation so your point is apples to apples we can't compare all observers as the same however your observation of the event has been consistent verified and matches up with all details yeah not all observers are the same and if you're really going to do the investigation
(25:12) which is kind of what Lou is doing and it's what blue book did back in the 60s and 70s should go figure out is there an explanation because that's our natural human we need expecially from a science standpoint there's always an explanation it's the ones that you can't explain those are the ones that you gotta go okay and those are the cases that are documented and investigate everybody so I was the CEO of a fighter squadron and I chased this thing one of the many that we have been tracking on and off for
(25:45) days and there was never an investigation so I would ask what else is out there you know where that's at issue weaponize your curiosity and go to extraordinary beliefs calm to learn more